



MARITIME SAFETY COMMITTEE
72nd session
Agenda item 23

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**REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS SEVENTY-SECOND SESSION**

Attached are annexes 1 to 27 to the report of the Maritime Safety Committee on its seventy-second session (MSC 72/23).

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ANNEX 1

AGENDA OF THE SEVENTY-SECOND SESSION AND LIST OF DOCUMENTS

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MSC 72/2/4/Add.1	Secretariat	Outcome of LEG 81
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3 Consideration and adoption of amendments to mandatory instruments

MSC 72/3	Secretariat	Proposed amendments to SOLAS regulation III/28 and SOLAS chapter V
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MSC 72/3/1	Secretariat	Proposed amendments to the 1988 SOLAS Protocol
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4 Bulk carrier safety

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MSC 72/4/1 and Add.1	United Kingdom	Green sea loads results of seakeeping model tests on bulk carriers
MSC 72/4/2	IACS	Comments on document MSC 72/4/1

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MSC 72/INF.7 (E only)	Japan	Interim report on FSA study on bulk carrier safety
MSC 72/INF.8 (E only)	Japan	Interim report on HAZID of FSA study on bulk carrier safety
MSC 72/INF.14 (E only)	ISO	New ISO standards for bulk carriers (ISO 15401 and 15402)
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MSC 72/INF.21 (E only)	IACS	Interpretation of SOLAS regulation XII/9.3
MSC 72/INF.22 (E only)	United Kingdom	Comparative checks of seakeeping model tests
MSC 72/WP.9	Working group	Report of the working group

5 Implementation of the revised STCW Convention

MSC 72/5	Secretariat	Update on the preparation of reports pursuant to STCW regulation I/7
MSC 72/WP.12/Rev.1	Chairman	Draft MSC circular on preparation of reports pursuant to STCW regulation I/7

6 Training and watchkeeping

MSC 72/6	Secretariat	Report of the 31st session of the Sub-Committee
STW 31/17	Sub-Committee	Report of the 31st session
MSC 72/6/1 and Add.1	Secretariat	List of competent persons (section A-I/7 of the STCW Code)
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7 Flag State implementation

MSC 72/7	Secretariat	Report of the 7th session of the Sub-Committee
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MSC 72/7/1	Secretariat	Report of the 8th session of the Sub-Committee
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MSC 72/7/3	Republic of Korea and Japan	Proposed MSC circular regarding servicing intervals of life-saving appliances and radiocommunication equipment under HSSC
MSC 72/7/4	FAO	Illegal, unreported and unregulated fishing
MSC 72/7/5	Norway	Proposed amendments to the 1988 SOLAS Protocol and resolution A.746(18) (bottom survey requirements)
MSC 72/7/6	Cyprus	Proposal for guidance on the use of criteria in conjunction with the Self-Assessment Form
MSC 72/7/7	Secretariat	Outcome of MEPC 44
MSC 72/7/8	Cyprus	Alignment of references in SOLAS 74 and its 1988 Protocol with resolution MSC.47(66) and MSC.48(66)
MSC 72/INF.20 (E only)	Australia	Summary of an inquiry into certain aspects of ship safety
MSC 72/INF.24 (E only)	Liberia	Results of surveys of sisterships to the Erika
MSC 72/INF.25 (E only)	ICFTU	Report by NUMAST on international shipping regulation
8	Bulk liquids and gases	
MSC 72/8	Secretariat	Report of the 4th session of the Sub-Committee
BLG 4/18	Sub-Committee	Report of the 4th session
MSC 72/8/1	IACS	Proposed alternative to draft amendment to SOLAS regulation II-2/63.3
9	Radiocommunications and search and rescue	
MSC 72/9	Secretariat	Report of the 4th session of the Sub-Committee
COMSAR 4/14	Sub-Committee	Report of the 4th session
MSC 72/9/1	Secretariat	Proposed amendments to SLS.14/Circ.115
MSC 72/9/2	United Kingdom	Interpretation of SOLAS regulation V/15(c)

10 Safety of navigation

MSC 72/10	Secretariat	Report of the 45th session of the Sub-Committee
NAV 45/14 and Add.1	Sub-Committee	Report of the 45th session
MSC 72/10/1	Japan	Clarification of application of the carriage requirements for shipborne navigational systems and equipment
MSC 72/10/2	Japan	Comments and proposals on the draft revised SOLAS chapter V
MSC 72/10/3	United States	Comments on the draft amendments to SOLAS chapter V
MSC 72/10/4	United States	Recommended tracks for navigation of certain ships off the coast of California
MSC 72/10/5	Chile	Proposed corrections to the draft amendments to SOLAS chapter V
MSC 72/10/6	Republic of Korea	Comments and proposals on the revised SOLAS chapter V
MSC 72/10/7	Republic of Korea	Comments and proposals on the draft amendments to SOLAS chapter V
MSC 72/10/8	INTERTANKO	Suggested modifications on the proposed revision of SOLAS chapter V
MSC 72/10/9	INTERTANKO	Proposal regarding Voyage Data Recorders in the revision of SOLAS chapter V
MSC 72/10/10	CIRM	Proposed amendments to regulation 19 of the draft revised SOLAS chapter V
MSC 72/10/11	ICS	Comments on the proposed draft amendments to SOLAS chapter V
MSC 72/10/12	ICS	Information on Guidelines on automatic identification system (AIS) operational matters
MSC 72/10/13	France	Proposal for a mandatory ship reporting system in the TSS off Les Casquets
MSC 72/10/14	IHO	Suggested wording in certain regulations of revised SOLAS chapter V
MSC 72/10/15	United Kingdom	Benefits of Voyage Date Recorders
MSC 72/INF.19 (E only)	IEC	Summary of testing standards for VDRs and AIS
MSC 72/WP.6	Secretariat	Consolidated list of proposed amendments to the draft revised SOLAS chapter V
Add.1	Secretariat	Consolidated list of proposed amendments to the draft revised SOLAS chapter V
Add.2	Drafting group	Report of the drafting group

11 Dangerous goods, solid cargoes and containers

MSC 72/11	Secretariat	Report of the 5th session of the Sub-Committee
DSC 5/13	Sub-Committee	Report of the 5th session
MSC 72/11/1	Netherlands	Comments on a mandatory IMDG Code
MSC 72/11/2	Germany	Comments on amendments to the CSS Code
MSC 72/11/3	Cyprus	Comments on a mandatory IMDG Code
MSC 72/11/4	Cyprus	Further comments on a mandatory IMDG Code
MSC 72/INF.16 (E only)	South Africa	Information on ISTDG 14

12 Fire protection

MSC 72/12	Secretariat	Report of the 44th session of the Sub-Committee
FP 44/19, and Corr.1(E only) and Add.1	Sub-Committee	Report of the 44th session
MSC 72/12/1	Australia	Results of research on evacuation analysis for ro-ro passenger ships
MSC 72/12/2	Japan	Proposed editorial corrections to the revised SOLAS chapter II-2 and draft FSS Code
MSC 72/12/3	United Kingdom	Comments on the revision of SOLAS chapter II-2
MSC 72/WP.14	Drafting group	Report of the drafting group

13 Ship design and equipment

MSC 72/13	Secretariat	Report of the 42nd session of the Sub-Committee
DE 42/15	Sub-Committee	Report of the 42nd session
MSC 72/13/1 and Add.1	Secretariat	Urgent matters emanating from the 43rd session of the Sub-Committee
DE 43/18 and Add.1	Sub-Committee	Report of the 43rd session
MSC 72/13/2	Secretariat	Outcome of the XXIII Antarctic Treaty Consultative Meeting
MSC 72/13/3	Japan	Proposed modifications to the draft amendments to SOLAS regulation II-1/3-4
MSC 72/13/4	Netherlands	Proposed changes to draft amendments to SOLAS regulation II-1/3-4
MSC 72/WP.13	Secretariat	Proposed amendments to SOLAS, resolution A.744(18) and draft 2000 HSC Code

14 Technical assistance subprogramme in maritime safety

MSC 72/14	Secretariat	Status of TC projects implemented by MSD in 1999
MSC 72/14/1	Secretariat	Status of model courses
MSC 72/14/2	Secretary-General	Casualties on ships not covered by the provisions of international conventions

15 Role of the human element

MSC 72/15	United States/ Correspondence group	Report of the Correspondence Group on Fatigue
MSC 72/15/1	Denmark, Norway and Poland	Proposed amendments to the ISM Code
MSC 72/15/2	United States	Proposed review of the status of human element activities in IMO
MSC 72/15/3	Chile	Proposed amendments to the ISM Code
MSC 72/INF.9 (E only)	Japan	Results of an investigation into near misses
MSC 72/WP.7 and Add.1	Working group	Report of the working group

16 Formal safety assessment

MSC 72/16	Norway	Information on decision parameters including risk acceptance criteria
MSC 72/16/1	United Kingdom	Summary on the use of the regulatory impact diagram (RID)
MSC 72/16/2	United States	Comments and proposals on the inclusion of HRA and human element into FSA guidelines
MSC 72/INF.10 (E only)	Japan	Information on the Tokyo Seminar on Formal Safety Assessment
MSC 72/INF.17 (E only)	Japan	Suggested method for the reduction of the number of accident scenarios
MSC 72/WP.7	Working group	Report of the working group

17 Piracy and armed robbery against ships

MSC 72/17	Secretariat	Annual, quarterly and monthly reports on incidents in 1999
MSC 72/17/Add.1	Secretariat	Information on action taken by coastal States
MSC 72/17/1	Secretariat	Information on implementation of the anti-piracy project
MSC 72/17/2	Secretariat	Report on mission of experts to, and regional seminar and workshop in, Lagos, Nigeria

MSC 72/17/3	Secretariat	Report on regional seminar and workshop held in Mumbai, India
MSC 72/17/4 4/Rev.1 (S only)	United Kingdom/ Correspondence group	Report of the correspondence group on a code of practice/instrument for the investigation and prosecution of the crime of piracy and armed robbery against ships
MSC 72/17/5 5/Rev.1 (E only)	France	Proposed directives for MRCCs
MSC 72/17/6	ICC	Report on the hijacking of m.v. Alondra Rainbow
MSC 72/17/7	Canada, China, Denmark, United Kingdom and ICFTU	Proposed Assembly resolution on "phantom" ships and the registration process
MSC 72/17/INF.3 (E only)	OCIMF	Information on OCIMF publication
MSC 72/WP.15	<i>Ad hoc</i> group	Draft MSC circular on Directives for the Maritime Rescue Co-ordinating Centres (MRCCs)

18 Implementation of instruments and related matters

MSC 72/18	Secretariat	Information on the status of IMO safety-related instruments
MSC 72/18/1	Secretariat	Proposed Assembly resolution on Uniform wording for referencing IMO instruments
MSC 72/18/2	ICHCA	Implementation of the IMDG Code by shore-side parties
MSC 72/INF.6 (E only)	Secretariat	List on implementation of IMO Conventions, etc. referred to in document MSC 72/18

19 Relations with other organizations

MSC 72/19	Secretariat	Applications for consultative status Outcome of the 82nd and 20th extraordinary session of the Council
MSC 72/19/1	Secretariat/EU	European Parliament Resolution
MSC 72/19/2	Secretariat/UN	UN Security Council Resolution
MSC 72/INF.13 (E only)	Secretariat	Information on application for consultative status of IHMA
MSC 72/WP.8	Small group	Report of the small group

20 Application of the Committee's Guidelines

MSC 72/20	Secretariat	Outcome of MEPC 43
MSC 72/20/1	Secretariat	Proposed amendments to the Committee's Guidelines
MSC 72/20/2	Cyprus	Comments on the use of the Committee's Guidelines

21 Work programme

MSC 72/21	Secretary-General	Enhancing the safety of large passenger ships
MSC 72/21/1	Secretariat	Outcome of Assembly 21
MSC 72/21/1/Add.1, 2 and 3	Secretariat	Work programmes and agendas of Sub-Committees
MSC 72/21/2	France	Work programme of the COMSAR Sub-Committee
MSC 72/21/3	France	Addition in work programme of "bridge-to-bridge communications" in the GMDSS
MSC 72/21/4	Germany	Proactive action for safety of passenger ships
MSC 72/21/5	Germany	Review of resolution A.818(19))
MSC 72/21/6	France	Proposal for revision of performance standards for narrow-band direct printing telegraph equipment
MSC 72/21/7	Australia and Canada	Proposal regarding failures of ship mooring fitting and supporting structure
MSC 72/21/8	United Kingdom	Development of guidelines for the conduct of high-speed craft model tests
MSC 72/21/9	IACS	Suggested items regarding enhancing the safety of large passenger ships
MSC 72/21/10	Norway and the United Kingdom	Proposals regarding the harmonization of damage stability provisions in IMO instruments
MSC 72/21/11	Argentina, Brazil, Chile, Colombia, Cuba, Ecuador, Honduras, Mexico, Panama, Peru, Spain, Uruguay and Venezuela	Proposal to include Spanish in certificates, registers, manuals and other documents specified in SOLAS 74
MSC 72/21/12	Norway	Comments on document MSC 72/21/7
MSC 72/21/13	Japan	Comments on subdivision and damage stability harmonization
MSC 72/21/14	United Kingdom	Comments on document MSC 72/21
MSC 72/21/15	ICS	Comments on document MSC 72/21

MSC 72/WP.1	Chairman	Preliminary assessment of proposals for new work programme items
MSC 72/WP.2	Secretariat	Work programmes and provisional agendas for the forthcoming sessions of the Sub-Committees
MSC 72/WP.3	Secretariat	Substantive items for inclusion in the agendas for MSC 73 and MSC 74
MSC 72/WP.5	Drafting group	Enhancing the safety of large passenger ships

22 Any other business

MSC 72/22	Secretariat	Status report on IACS Quality System Certification Scheme (QSCS)
MSC 72/22/1	Secretariat	Progress report on the development of a Manual on operational requirements for seafarers
MSC 72/22/2	Greece	Information on cases of unsafe practices associated with the trafficking or transport of illegal migrants by sea
MSC 72/22/3	Secretariat	Information on the Equasis Information System and IMO's role
MSC 72/22/4	Secretariat	Outcome of the Vienna meetings relating to trafficking or transport of migrants by sea
MSC 72/22/5	Secretary-General	Information on the Meeting on Multiple inspections
MSC 72/22/6	ILO	Outcome of the ILO Tripartite Meeting on safety and health in the fishing industry
MSC 72/22/7	France	Inspection of the outside of a ship's bottom during dry dock surveys of bulk carriers and oil tankers
MSC 72/INF.5 (E only)	World Nuclear Transport Institute	Information on publication re transport of radioactive materials
MSC 72/INF.11 (E only)	IACS	Information on IACS Unified Requirements on hull surveys
MSC 72/INF.23 (E only)	ICCL	Information on guidelines on ICCL industry policy

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MSC 72/WP.10 and Adds.1, 2, 3 and 4	Secretariat	Draft report
MSC 72/23 and Add.1	Secretariat	Report

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MSC 72/INF.1 (E only)	List of participants
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ANNEX 2**RESOLUTION MSC.91(72)
(adopted on 26 May 2000)****ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as “the Convention”, concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I thereof,

NOTING its decision, at its seventieth session, that the requirement of SOLAS regulation III/28.2 (that passenger ships of 130 m in length and upwards constructed on or after 1 July 1999 should be fitted with a helicopter landing area) should be repealed for non ro-ro passenger ships, and the subsequent issuance to this effect of MSC/Circ.907 on Application of SOLAS regulation III/28.2 concerning helicopter landing areas on non ro-ro passenger ships,

NOTING FURTHER the addition to the 1974 SOLAS Convention of a new SOLAS chapter XII (Additional safety measures for bulk carriers) adopted by resolution 1 of the 1997 SOLAS Conference,

HAVING CONSIDERED, at its seventy-second session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 July 2001, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2002, upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER III LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 28 – Helicopter landing and pick-up areas

1 In paragraph 2 of the regulation, the words “Passenger ships” are replaced by the words “Ro-ro passenger ships”.

APPENDIX

CERTIFICATES

2 In the form of the Cargo Ship Safety Construction Certificate and the Cargo Ship Safety Equipment Certificate given in the appendix to the Annex to the International Convention for the Safety of Life at Sea, 1974, under the heading “Type of ship”, the words “Bulk carrier” are inserted between the heading and the words “Oil tanker”.

ANNEX 3

RESOLUTION MSC.92(72) (adopted on 26 May 2000)

ADOPTION OF AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as “the Convention”, and article VI of the Protocol of 1988 relating to the Convention hereinafter referred to as “the 1988 SOLAS Protocol” concerning the procedure for amending the 1988 SOLAS Protocol,

HAVING CONSIDERED, at its seventy-second session, amendments to the 1988 SOLAS Protocol proposed and circulated in accordance with article VIII(b)(i) of the Convention and article VI of the 1988 SOLAS Protocol,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention and article VI of the 1988 SOLAS Protocol, amendments to the appendix to the Annex to the 1988 SOLAS Protocol, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention and article VI of the 1988 SOLAS Protocol, that the amendments shall be deemed to have been accepted on 1 July 2001, unless, prior to that date, more than one third of the Parties to the 1988 SOLAS Protocol or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES Parties to note that, in accordance with article VIII(b)(vii)(2) of the Convention and article VI of the 1988 SOLAS Protocol, the amendments shall enter into force on 1 January 2002, upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention and article VI of the 1988 SOLAS Protocol, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Parties to the 1988 SOLAS Protocol;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Parties to the 1988 SOLAS Protocol.

ANNEX

**AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974**

In the form of the Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate and Cargo Ship Safety Certificate given in the appendix to the Annex to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, under the heading “Type of ship”, the words “Bulk carrier” are inserted between the heading and the words “Oil tanker”.

ANNEX 4

DRAFT ASSEMBLY RESOLUTION ASSEMBLY RESOLUTIONS SUPERSEDED BY THE 1995 AMENDMENTS TO THE 1978 STCW CONVENTION

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO the amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code adopted by the 1995 STCW Conference,

RECOGNIZING that the 1995 amendments to the 1978 STCW Convention and the STCW Code have superseded several existing Assembly resolutions,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventy-second session,

REVOKES resolutions A.437(XI), A.438(XI), A.482(XII), A.483(XII), A.537(13), A.624(15) and A.770(18) with effect from 1 February 2002.*

* Resolutions:

- A.437(XI) on Training of crews in fire-fighting;
- A.438(XI) on Training and qualification of persons in charge of medical care on board;
- A.482(XII) on Training in the use of Automatic Radar Plotting Aids (ARPA);
- A.483(XII) on Training in radar observation and plotting;
- A.537(13) on Training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk or in packaged form;
- A.624(15) on Guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through water; and
- A.770(18) on Minimum training requirements for personnel nominated to assist passengers in emergency situations on passenger ships.

ANNEX 5

DRAFT AMENDMENTS TO THE IBC, IGC, BCH AND GC CODES

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

CHAPTER 5 - CARGO TRANSFER

5.7 Ship's cargo hoses

- 1 Existing paragraph 5.7.3 is replaced by the following:

"5.7.3 For cargo hoses installed on board ships on or after [date of entry into force of the amendment] [1 July 2002], each new type of cargo hose, complete with end-fittings, should be prototype-tested at a normal ambient temperature with 200 pressure cycles from zero to at least twice the specified maximum working pressure. After this cycle pressure test has been carried out, the prototype test should demonstrate a bursting pressure of at least 5 times its specified maximum working pressure at the extreme service temperature. Hoses used for prototype testing should not be used for cargo service. Thereafter, before being placed in service, each new length of cargo hose produced should be hydrostatically tested at ambient temperature to a pressure not less than 1.5 times its specified maximum working pressure but not more than two-fifths of its bursting pressure. The hose should be stencilled or otherwise marked with the date of testing, its specified maximum working pressure and, if used in services other than the ambient temperature services, its maximum and minimum service temperature, as applicable. The specified maximum working pressure should not be less than 10 bar gauge."

CHAPTER 14 - PERSONNEL PROTECTION

- 2 Existing paragraph 14.2.9 is replaced by the following:

"14.2.9 The ship should have on board medical first-aid equipment, including oxygen resuscitation equipment and antidotes for cargoes to be carried, based on the guidelines developed by the Organization*."

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty."

CHAPTER 15 - SPECIAL REQUIREMENTS

- 3 The existing text of section 15.3 is replaced by the following:

"15.3 Carbon disulphide

Carbon disulphide may be carried either under water pad or under suitable inert gas pad as specified in the following paragraphs.

Carriage under water pad

15.3.1 Provision should be made to maintain a water pad in the cargo tank during loading, unloading and transit. In addition, a suitable inert gas pad should be maintained in the ullage space during transit.

15.3.2 All openings should be in the top of the tank, above the deck.

15.3.3 Loading lines should terminate near the bottom of the tank.

15.3.4 A standard ullage opening should be provided for emergency sounding.

15.3.5 Cargo piping and vent lines should be independent of piping and vent lines used for other cargo.

15.3.6 Pumps may be used for discharging cargo, provided they are of the deepwell or hydraulically driven submersible types. The means of driving a deepwell pump should not present a source of ignition for carbon disulphide and should not employ equipment that may exceed a temperature of 80°C.

15.3.7 If a cargo discharge pump is used, it should be inserted through a cylindrical well extending from the tank top to a point near the tank bottom. A water pad should be formed in this well before attempting pump removal unless the tank has been certified as gas-free.

15.3.8 Water or inert gas displacement may be used for discharging cargo, provided the cargo system is designed for the expected pressure and temperature.

15.3.9 Safety relief valves should be of stainless steel construction.

15.3.10 Because of its low ignition temperature and close clearances required to arrest its flame propagation, only intrinsically safe systems and circuits should be permitted in the hazardous locations described in 10.2.3.

Carriage under suitable inert gas pad

15.3.11 Carbon disulphide should be carried in independent tanks with a design pressure of not less than 0.6 bar gauge.

15.3.12 All openings should be located on the top of the tank, above the deck.

15.3.13 Gaskets used in the containment system should be of a material which does not react with, or dissolve in, carbon disulphide.

15.3.14 Threaded joints should not be permitted in the cargo containment system, including the vapour lines.

15.3.15 Prior to loading, the tank(s) should be inerted with suitable inert gas until the oxygen level is 2% by volume or lower. Means should be provided to automatically maintain a positive pressure in the tank using suitable inert gas during loading, transport and discharge. The system should be able to maintain this positive pressure between 0.1 and 0.2 bar gauge, and should be remotely monitored and fitted with over/underpressure alarms.

15.3.16 Hold spaces surrounding an independent tank carrying carbon disulphide should be inerted by a suitable inert gas until the oxygen level is 2% or less. Means should be provided to monitor and maintain this condition throughout the voyage. Means should also be provided to sample these spaces for carbon disulphide vapour.

15.3.17 Carbon disulphide should be loaded, transported and discharged in such a manner that venting to the atmosphere does not occur. If carbon disulphide vapour is returned to shore during loading or to the ship during discharge, the vapour return system should be independent of all other containment systems.

15.3.18 Carbon disulphide should be discharged only by submerged deepwell pumps or by a suitable inert gas displacement. The submerged deepwell pumps should be operated in a way that prevents heat build-up in the pump. The pump should also be equipped with a temperature sensor in the pump housing with remote readout and alarm in the cargo control room. The alarm should be set at 80°C. The pump should also be fitted with an automatic shut-down device, if the tank pressure falls below atmospheric pressure during the discharge.

15.3.19 Air should not be allowed to enter the cargo tank, cargo pump or lines while carbon disulphide is contained in the system.

15.3.20 No other cargo handling, tank cleaning or deballasting should take place concurrent with loading or discharge of carbon disulphide.

15.3.21 A water spray system of sufficient capacity should be provided to blanket effectively the area surrounding the loading manifold, the exposed deck piping associated with product handling and the tank domes. The arrangement of piping and nozzles should be such as to give an uniform distribution rate of 10 l/m²/min. Remote manual operation should be arranged such that remote starting of pumps supplying the water-spray system and remote operation of any normally closed valves in the system can be carried out from a suitable location outside the cargo area adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the areas protected. The water-spray system should be capable of both local and remote manual operation, and the arrangement should ensure that any spilled cargo is washed away. Additionally, a water hose with pressure to the nozzle when atmospheric temperature permits, should be connected ready for immediate use during loading and unloading operations.

15.3.22 No cargo tanks should be more than 98% liquid-full at the reference temperature (R).

15.3.23 The maximum volume (V_L) of cargo to be loaded in a tank should be:

$$V_L = 0.98 V \frac{\rho_R}{\rho_L}$$

where:

- V = volume of the tank
- ρ_R = relative density of cargo at the reference temperature (R)
- ρ_L = relative density of cargo at the loading temperature
- R = reference temperature, i.e. the temperature at which the vapour pressure of the cargo corresponds to the set pressure of the pressure-relief valve.

15.3.24 The maximum allowable tank filling limits for each cargo tank should be indicated for each loading temperature which may be applied, and for the applicable maximum reference temperature, on a list approved by the Administration. A copy of the list should be permanently kept on board by the master.

15.3.25 Zones on open deck, or semi-enclosed spaces on open deck within three metres of a tank outlet, gas or vapour outlet, cargo pipe flange or cargo valve of a tank certified to carry carbon disulphide, should comply with the electrical equipment requirements specified for carbon disulphide in column "i", chapter 17. Also, within the specified zone, no other heat sources, like steam piping with surface temperatures in excess of 80°C should be allowed.

15.3.26 Means should be provided to ullage and sample the cargo without opening the tank or disturbing the positive suitable inert gas blanket.

15.3.27 The product should be transported only in accordance with a cargo handling plan that has been approved by the Administration. Cargo handling plans should show the entire cargo piping system. A copy of the approved cargo handling plan should be available on board. The International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk should be endorsed to include reference to the approved cargo handling plan."

CHAPTER 16 - OPERATIONAL REQUIREMENTS

4 Existing paragraph 16.3.3 is replaced by the following:

"16.3.3 Officers should be trained in emergency procedures to deal with conditions of leakage, spillage or fire involving the cargo, based on the guidelines developed by the Organization*, and a sufficient number of them should be instructed and trained in essential first aid for cargoes carried.

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty."

**DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND
EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)**

**CHAPTER 5 - PROCESS PRESSURE VESSELS AND LIQUID, VAPOUR,
AND PRESSURE PIPING SYSTEMS**

5.7 Ship's cargo hoses

- 1 Existing paragraph 5.7.3 is replaced by the following:

"5.7.3 For cargo hoses installed on board ships on or after [date of entry into force of the amendment] [1 July 2002], each new type of cargo hose, complete with end-fittings, should be prototype-tested at a normal ambient temperature with 200 pressure cycles from zero to at least twice the specified maximum working pressure. After this cycle pressure test has been carried out, the prototype test should demonstrate a bursting pressure of at least 5 times its specified maximum working pressure at the extreme service temperature. Hoses used for prototype testing should not be used for cargo service. Thereafter, before being placed in service, each new length of cargo hose produced should be hydrostatically tested at ambient temperature to a pressure not less than 1.5 times its specified maximum working pressure but not more than two-fifths of its bursting pressure. The hose should be stencilled or otherwise marked with the date of testing, its specified maximum working pressure and, if used in services other than the ambient temperature services, its maximum and minimum service temperature, as applicable. The specified maximum working pressure should not be less than 10 bar gauge."

CHAPTER 14 - PERSONNEL PROTECTION

- 2 Existing paragraph 14.3.2 is replaced by the following:

"14.3.2 The ship should have on board medical first-aid equipment, including oxygen resuscitation equipment and antidotes for cargoes to be carried, based on the guidelines developed by the Organization*."

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty."

CHAPTER 18 - OPERATING REQUIREMENTS

- 3 Existing paragraph 18.3.3 is replaced by the following:

"18.3.3 Officers should be trained in emergency procedures to deal with conditions of leakage, spillage or fire involving the cargo, based on the guidelines developed by the Organization*, and a sufficient number of them should be instructed and trained in essential first aid for cargoes carried.

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty."

DRAFT AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)

CHAPTER II – CARGO CONTAINMENT

2.12 Cargo hoses carried aboard the ship

- 1 Existing section 2.12 is replaced by the following:

“2.12 Ship’s cargo hoses

2.12.1 Paragraphs 2.12.2 to 2.12.4 apply to cargo hoses installed on board ships on or after [date of entry into force of amendments][1 July 2002].

2.12.2 Liquid and vapour hoses used for cargo transfer should be compatible with the cargo carried and suitable for the cargo temperature.

2.12.3 Hoses subject to tank pressure or the discharge pressure of pumps should be designed for a bursting pressure not less than 5 times the maximum pressure the hose will be subject to during cargo transfer.

2.12.4 Each new type of cargo hose, complete with end-fittings, should prototype-tested at a normal ambient temperature with 200 pressure cycles from zero to at least twice the specified maximum working pressure. After this cycle pressure test has been carried out, the prototype test should demonstrate a bursting pressure of at least 5 times its specified maximum working pressure at the extreme service temperature. Hoses used for prototype testing should not be used for cargo service. Thereafter, before being placed in service, each new length of cargo hose produced should be hydrostatically tested at ambient temperature to a pressure not less than 1.5 times its specified maximum working pressure but not more than two-fifths of its bursting pressure. The hose should be stencilled or otherwise marked with the date of testing, its specified maximum working pressure and, if used in services other than the ambient temperature services, its maximum and

minimum service temperature, as applicable. The specified maximum working pressure should not be less than 10 bar gauge.”

2.14 Types of tank vent systems

- 2 The following new paragraph 2.14.3 is added after existing paragraph 2.14.2:

“2.14.3 The controlled tank venting systems as provided in paragraph 2.14.2 above should consist of a primary and a secondary means of allowing full flow relief of vapour to prevent over-pressure or under-pressure in the event of failure of one means. Alternatively, the secondary means may consist of pressure sensors fitted in each tank with a monitoring system in the ship’s cargo control room or position from which cargo operations are normally carried out. Such monitoring equipment should also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank. Ships should comply with the requirements of this paragraph by the date of the first scheduled dry-docking after 1 July 2002, but not later than 1 July 2005. However, the Administration may accept relaxation from the application of this paragraph for ships of less than 500 gross tonnage.”

- 3 Existing paragraphs 2.14.3 and 2.14.4 are renumbered as paragraphs 2.14.4 and 2.14.5.

CHAPTER III – SAFETY EQUIPMENT AND RELATED CONSIDERATION

- 4 Existing paragraph 3.16.11 is replaced by the following:

“3.16.11 The ship should have on board medical first-aid equipment, including oxygen resuscitation equipment and antidotes for cargoes to be carried, based on the guidelines developed by the Organization.*

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty.”

CHAPTER V – OPERATIONAL REQUIREMENTS

- 5 Existing paragraph 5.3.3 is replaced by the following:

“5.3.3 Officers should be trained in emergency procedures to deal with conditions of leakage, spillage or fire involving the cargo, based on the guidelines developed by the Organization*, and a sufficient number of them should be instructed and trained in essential first aid for cargoes carried.

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty.”

**DRAFT AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT
OF SHIPS CARRYING LIQUEFIED GASES IN BULK (GC CODE)**

**CHAPTER V – PROCESS PRESSURE VESSELS AND LIQUID, VAPOUR
AND PRESSURE PIPING SYSTEMS**

5.4 Ship's cargo hoses

- 1 Existing paragraph 5.4.3 is replaced by the following:

"5.4.3 For cargo hoses installed on board ships on or after [date of entry into force of amendment] [1 July 2002], each new type of cargo hose, complete with end-fittings, should be prototype-tested at a normal ambient temperature with 200 pressure cycles from zero to at least twice the specified maximum working pressure. After this cycle pressure test has been carried out, the prototype test should demonstrate a bursting pressure of at least 5 times its specified maximum working pressure at the extreme service temperature. Hoses used for prototype testing should not be used for cargo service. Thereafter, before being placed in service, each new length of cargo hose produced should be hydrostatically tested at ambient temperature to a pressure not less than 1.5 times its specified maximum working pressure but not more than two-fifths of its bursting pressure. The hose should be stencilled or otherwise marked with the date of testing, its specified maximum working pressure and, if used in services other than the ambient temperature services, its maximum and minimum service temperature, as applicable. The specified maximum working pressure should not be less than 10 bar gauge."

CHAPTER XIV – PERSONNEL PROTECTION

- 2 Existing paragraph 14.9 is replaced by the following:

"14.9 The ship should have on board medical first-aid equipment, including oxygen resuscitation equipment and antidotes for cargoes to be carried, based on the guidelines developed by the Organization*."

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty."

CHAPTER XVIII - OPERATING REQUIREMENTS

- 3 Existing paragraph 18.3.3 is replaced by the following:

"18.3.3 Officers should be trained in emergency procedures to deal with conditions of leakage, spillage or fire involving the cargo, based on the guidelines developed by the Organization*, and a sufficient number of them should be instructed and trained in essential first aid for cargoes carried.

* Reference is made to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), which provides advice on the treatment of casualties in accordance with the symptoms exhibited as well as equipment and antidotes that may be appropriate for treating the casualty."

ANNEX 6

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES AND ASSOCIATED ROUTEING MEASURES

IN THE APPROACHES TO IQUIQUE (amended scheme)

(Reference chart: Chilean Hydrographic Office 104, 1988 edition.

Note: This chart is based on South American 1969 Datum)

1.1 The amended traffic separation scheme in the approaches to Iquique will consist of:

4 traffic lanes; and
3 traffic separation zones between them.

1.2 The direction of navigation will be:

traffic lanes for entry to the port:
with bearings 103°(T) and 052°(T) respectively.

traffic lanes for exit from the port
with bearings 310°(T) and 257°(T) respectively.

1.3 Description of the amended traffic separation scheme in the approaches to Iquique:

(a) Northern limit, consisting of a line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (1) | 20° 10'.40 S | 070° 10'.80 W |
| (2) | 20° 11'.10 S | 070° 10'.18 W |

(b) Southern limit, consisting of a line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (3) | 20° 12'.60 S | 070° 10'.95 W |
| (4) | 20° 11'.87 S | 070° 10'.17 W |

(c) Traffic separation zones, consisting of the following:

- The area within a line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (5) | 20° 10'.72 S | 070° 11'.22 W |
| (6) | 20° 11'.22 S | 070° 10'.30 W |
| (7) | 20° 11'.28 S | 070° 10'.33 W |
| (8) | 20° 10'.88 S | 070° 11'.32 W |

- The area within a line connecting the following geographical positions:

- | | | |
|------|--------------|---------------|
| (9) | 20° 11'.38 S | 070° 11'.45 W |
| (10) | 20° 11'.45 S | 070° 10'.38 W |
| (11) | 20° 11'.52 S | 070° 10'.38 W |
| (12) | 20° 11'.60 S | 070° 11'.45 W |

- The area within a line connecting the following geographical positions:

(13)	20° 12'.10 S	070° 11'.30 W
(14)	20° 11'.68 S	070° 10'.33 W
(15)	20° 11'.73 S	070° 10'.30 W
(16)	20° 12'.28 S	070° 11'.18 W

- (d) Traffic lanes for entry to the port, at the following positions:

Direction east

(17)	20° 11'.25 S	070° 10'.85 W
------	--------------	---------------

Direction north-east

(18)	20° 12'.10 S	070° 10'.68 W
------	--------------	---------------

- (e) Traffic lanes for exit from the port, at the following positions:

Direction north-west:

(19)	20° 10'.87 S	070° 10'.60 W
------	--------------	---------------

Direction west

(20)	20° 11'.72 S	070° 10'.38 W
------	--------------	---------------

IN THE APPROACHES TO PUNTA ARENAS (amended scheme)

(Reference chart: Chilean Hydrographic Office 11410, (1968) edition.

Note: This chart is based on South American 1969 Datum)

- 2.1** The amended traffic separation scheme in the approaches to Punta Arenas will consist of:

2 traffic lanes; and
1 traffic separation zone

- 2.2** The direction of navigation will be:

Traffic lane for entry into the port
True bearing 296°

Traffic for exit from the port:
True bearing 129°

2.3 Description of the amended traffic separation scheme in the approaches to Punta Arenas:

(a) Northern limit, consisting of a line connecting the following geographical positions:

- (1) 53°10'.25 S 070°49'.90 W
- (2) 53°10'.90 S 070°46'.65 W

(b) Southern limit, consisting of a line connecting the following geographical positions:

- (3) 53°11'.42 S 070°51'.07 W
- (4) 53°12'.80 S 070°48'.70 W

(c) Traffic separation zones, the area within a line connecting the following geographical positions:

- (5) 53°10'.65 S 070°50'.30 W
- (6) 53°11'.72 S 070°47'.50 W
- (7) 53°11'.02 S 070°50'.67 W
- (8) 53°12'.03 S 070°47'.85 W

(d) Traffic lanes for entry to the port, at the following position:

- (9) 53°11'.00 S 070°48'.30 W

(e) Traffic lanes for exit from the port, at the following position:

- (10) 53°11'.80 S 070°49'.60 W

LANDFALL AND APPROACHES TO PAITA BAY (new scheme)

(Reference charts: PERU - HIDRONAV – 1133 Ed.1997, Rev.1998
PERU - HIDRONAV - 1150 Ed.1987, Rev.1997

Note: these charts are based on World Geodetic System (WGS 84) Datum)

Description of traffic separation scheme

The traffic separation scheme for the approaches to Paita Bay consists of the following:

(a) A separation zone bounded by a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (1) 05°02'.06 S; 081°08'.95 W | (3) 05°02'.77 S; 081°13'.14 W |
| (2) 05°01'.80 S; 081°13'.14 W | (4) 05°02'.52 S; 081°08'.95 W |

(b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (5) 05°00'.93 S; 081°08'.95 W | (6) 04°59'.63 S; 081°13'.14 W |
|-------------------------------|-------------------------------|

(c) A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:

(7) 05°04'.96 S; 081°13'.14 W

(8) 05°03'.65 S; 081°08'.95 W

APPROACHES TO PUERTO CALLAO (new scheme)

(Reference charts: PERU - HIDRONAV - 1396 Ed. 1984, Rev.1996

Note: this chart is based on World Geodetic System (WGS 84) Datum)

Description of traffic separation scheme

The traffic separation scheme for the approaches to Puerto Callao consists of three parts:

Part I

Northwest approaches

(a) A separation zone bounded by a line connecting the following geographical points:

(1) 12°01'.14 S; 077°15'.06 W

(3) 12°00'.07 S; 077°16'.57 W

(2) 11°59'.86 S; 077°16'.36 W

(4) 12°01'.31 S; 077°15'.31 W

(b) A traffic lane for northwestbound traffic, between the separation zone and a line connecting the following geographical points:

(5) 12°01'.01 S; 077°14'.28 W

(6) 11°59'.26 S; 077°15'.70 W

(c) A traffic lane for southeastbound traffic, between the separation zone and a line connecting the following geographical points:

(7) 12°00'.70 S; 077°17'.21 W

(8) 12°01'.78 S; 077°15'.61 W

Part II

Southwest approaches

(a) A separation zone bounded by a line connecting the following geographical points:

(9) 12°02'.50 S; 077°15'.56 W

(11) 12°03'.72 S; 077°16'.89 W

(10) 12°03'.50 S; 077°17'.08 W

(12) 12°02'.78 S; 077°15'.40 W

(b) A traffic lane for southwestbound traffic, between the separation zone and a line connecting the following geographical points:

(13) 12°01'.92 S; 077°15'.65 W

(14) 12°02'.80 S; 077°17'.81 W

(c) A traffic lane for northeastbound traffic, between the separation zone and a line connecting the following geographical points:

(15) 12°04'.40 S; 077°16'.20 W

(16) 12°03'.00 S; 077°14'.87 W

Part III

Main shipping channel

(a) A separation zone bounded by a line connecting the following geographical points:

- | | | | |
|------|---------------------------|------|---------------------------|
| (17) | 12°02'.62 S; 077°11'.00 W | (18) | 12°02'.16 S; 077°13'.63 W |
| | | (19) | 12°02'.28 S; 077°13'.65 W |

(b) A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:

- | | | | |
|------|---------------------------|------|--------------------------|
| (20) | 12°02'.44 S; 077°13'.71 W | (21) | 12°02'.78 S; 077°11'.00W |
|------|---------------------------|------|--------------------------|

(c) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:

- | | | | |
|------|---------------------------|------|---------------------------|
| (22) | 12°02'.47 S; 077°11'.00 W | (23) | 12°02'.00 S; 077°13'.63 W |
|------|---------------------------|------|---------------------------|

Precautionary area

A precautionary area of 1 mile in radius, centred on the following geographical position:

- (24) 12°02'.05 S; 077°14'.64 W

Area to be avoided

There is a circular area to be avoided of 0.11 miles radius (200 metres, 1.1 cables) at the following geographical position:

- (24) 12°02'.05 S; 077°14'.64 W

LANDFALL AND APPROACHES TO PUERTO SAN MARTIN (new scheme)

(Reference charts: PERU - HIDRONAV - 226 Ed. 1997
PERU - HIDRONAV – 2171 Ed.1980 Rev.1996
PERU - HIDRONAV - 2172 Ed.1978 Rev.1997

Note: these charts are based on World Geodetic System (WGS 84) Datum)

Description of traffic separation scheme

The traffic separation scheme for the landfall and approaches to Puerto San Martin consists of three parts:

Part I
Northern approaches

(a) A separation zone bounded by a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (1) 13°41'.62 S; 076°17'.60 W | (3) 13°36'.80 S; 076°19'.20 W |
| (2) 13°36'.80 S; 076°18'.85 W | (4) 13°41'.60 S; 076°17'.90 W |

(b) A traffic lane for northbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (5) 13°41'.65 S; 076°17'.00 W | (6) 13°36'.80 S; 076°18'.35 W |
|-------------------------------|-------------------------------|

(c) A traffic lane for southbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (7) 13°36'.80 S; 076°19'.70 W | (8) 13°41'.58 S; 076°18'.40 W |
|-------------------------------|-------------------------------|

Part II
Western approaches

(a) A separation zone bounded by a line connecting the following geographical points:

- | | |
|--------------------------------|--------------------------------|
| (9) 13°42'.20 S; 076°18'.20 W | (11) 13°42'.20 S; 076°25'.00 W |
| (10) 13°41'.80 S; 076°25'.00 W | (12) 13°42'.65 S; 076°18'.10 W |

(b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|-------------------------------|--------------------------------|
| (8) 13°41'.58 S; 076°18'.40 W | (13) 13°41'.10 S; 076°25'.00 W |
|-------------------------------|--------------------------------|

(c) A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|--------------------------------|--------------------------------|
| (14) 13°42'.85 S; 076°25'.00 W | (15) 13°43'.30 S; 076°17'.90 W |
|--------------------------------|--------------------------------|

Part III
Approach to the port

(a) A separation zone bounded by a line connecting the following geographical points:

- | | |
|--------------------------------|--------------------------------|
| (16) 13°43'.34 S; 076°17'.05 W | (18) 13°44'.58 S; 076°17'.10 W |
| (17) 13°44'.60 S; 076°16'.70 W | (19) 13°43'.32 S; 076°17'.50 W |

(b) A traffic lane for northbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|--------------------------------|--------------------------------|
| (20) 13°43'.36 S; 076°16'.55 W | (21) 13°44'.62 S; 076°16'.20 W |
|--------------------------------|--------------------------------|

(c) A traffic lane for southbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|--------------------------------|--------------------------------|
| (15) 13°43'.30 S; 076°17'.90 W | (22) 13°44'.50 S; 076°17'.60 W |
|--------------------------------|--------------------------------|

Precautionary area

A precautionary area bounded by a line connecting the following geographical points is established between the northern and western approaches and the approach to the port:

- | | |
|-------------------------------|--------------------------------|
| (5) 13°41'.65 S; 076°17'.00 W | (15) 13°43'.30 S; 076°17'.90 W |
| (8) 13°41'.58 S; 076°18'.40 W | (20) 13°43'.36 S; 076°16'.55 W |

Area to be avoided

There is a circular area to be avoided of 0.2 miles radius (370 metres, 2 cables) centred on the following geographical position:

- (23) 13°42'.48 S; 076°17'.45W

LANDFALL AND APPROACHES TO PUERTO ILO (new scheme)

(Reference charts: PERU - HIDRONAV – 2350 Ed.1980, Rev.1991
PERU - HIDRONAV - 3245 Ed.1995, Rev.1997

Note: these charts are based on World Geodetic System (WGS 84) Datum)

Description of traffic separation scheme

The traffic separation scheme for the landfall and approaches to Puerto Ilo consists of the following:

(a) A separation zone bounded by a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (1) 17°38'.20 S; 071°24'.10 W | (3) 17°39'.20 S; 071°27'.00 W |
| (2) 17°38'.20 S; 071°27'.00 W | (4) 17°39'.20 S; 071°24'.10 W |

(b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (5) 17°37'.40 S; 071°24'.10 W | (6) 17°36'.20 S; 071°27'.00 W |
|-------------------------------|-------------------------------|

(c) A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:

- | | |
|-------------------------------|-------------------------------|
| (7) 17°41'.35 S; 071°27'.00 W | (8) 17°40'.00 S; 071°24'.10 W |
|-------------------------------|-------------------------------|

IN THE WATERS OFF THE CHENGSHAN JIAO PROMONTORY (new scheme)

(Reference charts: Chinese charts 9701, 9304, and 9305.)

Note: These charts are based on (WGS 84) Datum)

The ships' routing system in the waters off Chengshan Jiao promontory consists of the traffic separation scheme, the inshore traffic zone and the precautionary area.

1 The traffic separation scheme

- .1 The separation zone, two nautical miles wide, is centred upon the line connecting the following geographical positions:

(1)	37° 31'.18 N	122° 45'.40 E
(2)	37° 25'.29 N	122° 49'.68 E
(3)	37° 11'.60 N	122° 49'.68 E
- .2 The inner limit of the traffic separation scheme is the line connecting the following geographical positions:

(4)	37° 29'.69 N	122° 42'.13 E
(5)	37° 24'.49 N	122° 45'.91 E
(6)	37° 11'.60 N	122° 45'.91 E
- .3 The outer limit of the traffic separation scheme is the line connecting the following geographical positions:

(7)	37° 32'.69 N	122° 48'.68 E
(8)	37° 26'.09 N	122° 53'.46 E
(9)	37° 11'.60 N	122° 53'.46 E
- .4 The traffic lane for northbound traffic, two miles wide, is established between the separation zone and the outer limit of the traffic separation scheme. The main traffic directions are 000° (T) and 330° (T).
- .5 The traffic lane for southbound traffic, two miles wide, is established between the separation zone and the inner limit of the traffic separation scheme. The main traffic directions are 150° (T) and 180° (T).

2 The inshore traffic zone

The inshore traffic zone is the waters between the inner limit of the traffic separation scheme and the adjacent coast.

3 The precautionary area

The precautionary area is the area with the geographical position 37° 34'.65 N, 122° 42'.88 E as the centre and 5 miles as the radius.

ANNEX 7

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

RECOMMENDED TRACKS OFF THE CALIFORNIA COAST FOR SHIPS OF 300 GROSS TONNAGE AND ABOVE AND FOR SHIPS CARRYING HAZARDOUS CARGO IN BULK

Reference charts: NDAA 18022, 18680

Note: These charts are based on (WGS 84) Datum.

- 1 Northbound ships of 300 gross tonnage and above (other than those described in paragraphs 3 and 4 below) should follow the route established by a recommended track between the following two points:
 - .1 36° 18'.31 N; 122° 12'.79 W (15 miles off Point Sur); and
 - .2 37° 10'.86 N; 122° 39'.74 W (12.7 miles off Pigeon Point).
- 2 Southbound ships of 300 gross tonnage and above (other than those described in paragraphs 3 and 4 below) should follow the route established by a recommended track between the following two points:
 - .1 37° 10'.85 N; 122° 43'.87 W (16 miles off Pigeon Point); and
 - .2 36° 18'.29 N; 122° 18'. 98 W (20 miles off Point Sur).
- 3 Northbound ships carrying hazardous cargo in bulk should follow the route established by a recommended track between the following two points:
 - .1 36° 18'.27 N; 122° 25'.16 W (25 miles off Point Sur); and
 - .2 37° 10'.81 N; 122° 55'.14 W (25 miles off Pigeon Point).
- 4 Southbound ships carrying hazardous cargo in bulk should follow the route established by a recommended track between the following two points:
 - .1 37° 10'.78 N; 123° 01'.39 W (30 miles off Pigeon Point); and
 - .2 36° 18'.24 N; 122° 31'.35 W (30 miles off Point Sur).

Note: Ships carrying hazardous cargo in bulk when entering or leaving San Francisco should use the western traffic separation scheme.

AREA TO BE AVOIDED AROUND EC 1 AND EC 3 LIGHTED BUOYS - TO BE ABOLISHED

Reference chart: BA 2656, 1999 edition.

Note: This chart is based on (OSGB36 Datum).

Description of the area to be avoided

- 1 Abolish the area to be avoided centred at position of EC1 Lighted Buoy, position:
Latitude 50° 05'.90 N,
Longitude 001° 48'.35 W.
- 2 Abolish the area to be avoided centred at position of EC3 Lighted Buoy, position:
Latitude 50° 18'.30 N
Longitude 000° 36'.10 W.

AREA TO BE AVOIDED IN THE ACCESS ROUTES TO THE PORTS OF MATANZAS AND CARDENAS

Reference chart: ICH 11425 (Edition of 01/08/1998)

Note: This chart is based on North American Datum (27).

Description of the area to be avoided

The area described below should be avoided by all ships over 150 gross tonnage, for reasons of conservation of unique biodiversity, nature and beautiful scenery.

The area to be avoided lies within the coastline of the province of Matanzas and a line connecting the following geographical points:

- | | | | |
|-----|--------------|--------------|------------------------|
| (1) | 23°05'.60 N, | 081°28'.50 W | Punta Maya Lighthouse |
| (2) | 23°10'.60 N, | 081°28'.50 W | |
| (3) | 23°19'.50 N, | 081°11'.50 W | |
| (4) | 23°14'.60 N, | 081°07'.20 W | Cayo Piedras del Norte |
| (5) | 23°11'.50 N, | 081°07'.20 W | Punta Las Morlas |

ANNEX 8

RESOLUTION MSC.93(72) (adopted on 19 May 2000)

MANDATORY SHIP REPORTING SYSTEM

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-fifth session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting system Off the Chengshan Jiao Promontory, as described in the Annex to the present resolution;
2. DECIDES that the said mandatory ship reporting system will enter into force at 0000 hours UTC on 1 December 2000;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM FOR THE WATERS OFF CHENGSHAN JIAO PROMONTORY

1 Categories of ships required to participate in the system

The following vessels are required to participate in the system: fishing vessels with a length of 24 metres and above, cargo ships of 300 gross tonnage and above, and passenger ships as defined in Chapter 1 of 1974 SOLAS, as amended.

2 Geographical coverage of the system and the numbers and editions of the reference charts used for the delineation of the system

The waters covered by the Ship Reporting System is the water area with the VTS centre (geographical position is 37° 23'.65 N, 122° 42'.12 E) as the centre and 24 miles as the radius.

The relevant charts are Chinese charts No 9701, 9304 and 9305. Chart datum is World Geodetic System 1984 (WGS 84) Datum.

3 Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services

3.1 Format

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A.851(20).

A	Name of ship, call sign, and IMO number (if applicable)
C or D	Position (latitude and longitude or in relation to a landmark)
E	Course
F	Speed
G	Port of departure
I	Port of destination (optional)
Q	Defects and limitation (vessels towing are to report length of tow and name of object in tow)
U	Overall length and gross tonnage

3.2 Content and geographical position for submitting reports

- .1 Participating vessels are to report the information in paragraph 3.1 when entering the ship reporting system area. Reports are not required when a participating vessel leaves the area.
- .2 When a participating vessel leaves a port that is located within the reporting area, it shall report its name, position, departure time, and port of destination.
- .3 When a participating vessel arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position, and arrival time.

- .4 When a traffic incident or a pollution incident occurs within the reporting area, the vessel(s) shall immediately report the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The vessel(s) shall provide any additional information related to the incident, as requested by the shore-based authority.

3.3 Authority

The competent authority is Yantai Maritime Safety Administration, China. The voice call sign is “Chengshan Jiao VTS Centre”.

4 Information to be provided to ships and procedures to be followed

- .1 The Chengshan Jiao VTS Centre, where appropriate, will provide participating vessels with information such as conflicting vessel traffic, abnormal weather conditions, and maritime safety information.
- .2 Participating vessels shall maintain a listening watch on the designated VTS frequency.

5 Radiocommunications required for the system, frequencies on which reports should be transmitted and the information to be reported

- .1 The working channels of the Chengshan Jiao VTS Centre are:

Primary - Channels 8 or 9
Secondary - Channel 65
Calling frequency - Channel 16
- .2 The language used for reports in the system will be Chinese or English. Marine Communication Phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

6 Rules and regulations in force in the areas of the system

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 1973/1978.

7 Shore-based facilities to support operation of the system

- .1 Chengshan Jiao VTS Centre is comprised of radar, VHF communications, VHF-DF, information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigation assistance, and support to allied services.
- .2 Chengshan Jiao VTS Centre maintains a continuous 24 hour watch.

8 Alternative communications if the communication facilities of the shore-based authority fails

Chengshan Jiao VTS Centre has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communication are by HF(SSB), telex (facsimile), e-mail, or cellular.

9 Measures to be taken if a ship fails to comply

Appropriate measures will be taken to enforce compliance with the system, consistent with international law.

ANNEX 9

DRAFT REVISED SOLAS CHAPTER V

CHAPTER V

SAFETY OF NAVIGATION

- 1 The existing text of chapter V is replaced by the following:

"Regulation 1

Application

1 Unless expressly provided otherwise, this chapter shall apply to all ships on all voyages, except:

- .1 warships, naval auxiliaries or other ships owned or operated by a Contracting Government and used only on government non-commercial service; and
- .2 ships solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.

However, warships, naval auxiliaries or other ships owned or operated by a Contracting Government and used only on government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this chapter.

2 The Administration may decide to what extent this chapter shall apply to ships operating solely in waters landward of the baselines which are established in accordance with international law.

3 A rigidly connected composite unit of a pushing vessel and associated pushed vessel, when designed as a dedicated and integrated tug and barge combination, shall be regarded as a single ship for the purpose of this chapter.

4 The Administration shall determine to what extent the provisions of regulations 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, and 28 shall not apply to the following categories of ships:

- .1 ships below 150 gross tonnage on all voyages;
- .2 ships below 500 gross tonnage not engaged on international voyages; and
- .3 fishing vessels.

Regulation 2

Definitions

For the purpose of this chapter:

- 1 *Constructed* in respect of a ship means a stage of construction where:
 - .1 the keel is laid; or
 - .2 construction identifiable with a specific ship begins; or
 - .3 assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material whichever is less.
- 2 *Nautical chart* or *nautical publication* is a special-purpose map or book, or a specially compiled database from which such a map or book is derived, that is issued officially by or on the authority of [a] Government*, [authorized Hydrographic Office] or other relevant government institution and is designed to meet the requirements of marine navigation.
- 3 *All ships* means any ship, vessel or craft irrespective of type and purpose.

Regulation 3

Exemptions and equivalents

- 1 The Administration may grant general exemptions to ships without mechanical means of propulsion from the requirements of regulations 15, 17, 18, 19 (except 19.2.1.7), 20, 22, 24, 25, 26, 27, and 28.
- 2 The Administration may grant to individual ships exemptions or equivalents of a partial or conditional nature, when any such ship is engaged on a voyage where the maximum distance of the ship from the shore, the length and nature of the voyage, the absence of general navigational hazards, and other conditions affecting safety are such as to render the full application of this chapter unreasonable or unnecessary, provided that the Administration has taken into account the effect such exemptions and equivalents may have upon the safety of all other ships.
- 3 Each Administration shall submit to the Organization, as soon as possible after 1 January in each year, a report summarising all new exemptions and equivalents granted under paragraph 2 of this regulation during the previous calendar year and giving the reasons for granting such exemptions and equivalents. The Organization shall circulate such particulars to other Contracting Governments for information.

* IHO (MSC 72/10/14) proposed the text "the Government" and "the authorized Hydrographic Office". DG was of the opinion this needed clarification in Plenary.

Regulation 4

Navigational warnings

Each Contracting Government shall take all steps necessary to ensure that, when intelligence of any dangers is received from whatever reliable source, it shall be promptly brought to the knowledge of those concerned and communicated to other interested Governments.*

Regulation 5

Meteorological services and warnings

1 Contracting Governments undertake to encourage the collection of meteorological data by ships at sea and to arrange for their examination, dissemination and exchange in the manner most suitable for the purpose of aiding navigation.** Administrations shall encourage the use of meteorological instruments of a high degree of accuracy, and shall facilitate the checking of such instruments upon request. Arrangements may be made by appropriate national meteorological services for this checking to be undertaken, free of charge to the ship.

2 In particular, Contracting Governments undertake to carry out, in co-operation, the following meteorological arrangements:

- .1 to warn ships of gales, storms and tropical cyclones by the issue of information in text and, as far as practicable graphic form, using the appropriate shore-based facilities for terrestrial and space radiocommunications services.
- .2 to issue, at least twice daily, by terrestrial and space radiocommunication services, as appropriate, weather information suitable for shipping containing data, analyses, warnings and forecasts of weather, waves and ice. Such information shall be transmitted in text and, as far as practicable, graphic form including meteorological analysis and prognosis charts transmitted by facsimile or in digital form for reconstitution on board the ship's data processing system.
- .3 to prepare and issue such publications as may be necessary for the efficient conduct of meteorological work at sea and to arrange, if practicable, for the publication and making available of daily weather charts for the information of departing ships.
- .4 to arrange for a selection of ships to be equipped with tested marine meteorological instruments (such as a barometer, a barograph, a psychrometer, and suitable apparatus for measuring sea temperature) for use in this service, and to take, record and transmit meteorological

* Refer to resolution A.706(17) – World-Wide Navigational Warning Service.

** Refer to resolution A.528(13) – Recommendation on weather routing.

observations at the main standard times for surface synoptic observations (i.e. at least four times daily, whenever circumstances permit) and to encourage other ships to take, record and transmit observations in a modified form, particularly when in areas where shipping is sparse.

- .5 to encourage companies to involve as many of their ships as practicable in the making and recording of weather observations; these observations to be transmitted using the ship's terrestrial or space radiocommunications facilities for the benefit of the various national meteorological services.
- .6 the transmission of these weather observations is free of charge to the ships concerned.
- .7 when in the vicinity of a tropical cyclone, or of a suspected tropical cyclone, ships should be encouraged to take and transmit their observations at more frequent intervals whenever practicable, bearing in mind navigational preoccupations of ships' officers during storm conditions.
- .8 to arrange for the reception and transmission of weather messages from and to ships, using the appropriate shore-based facilities for terrestrial and space radiocommunications services.
- .9 to encourage masters to inform ships in the vicinity and also shore stations whenever they experience a wind speed of 50 knots or more (force 10 on the Beaufort scale).
- .10 to endeavour to obtain a uniform procedure in regard to the international meteorological services already specified, and as far as practicable, to conform to the technical regulations and recommendations made by the World Meteorological Organization, to which Contracting Governments may refer, for study and advice, any meteorological question which may arise in carrying out the present Convention.

3 The information provided for in this regulation shall be furnished in a form for transmission and be transmitted in the order of priority prescribed by the Radio Regulations. During transmission "to all stations" of meteorological information, forecasts and warnings, all ship stations must conform to the provisions of the Radio Regulations.

4 Forecasts, warnings, synoptic and other meteorological data intended for ships shall be issued and disseminated by the national meteorological service in the best position to serve various coastal and high seas areas, in accordance with mutual arrangements made by Contracting Governments, in particular as defined by the World Meteorological Organization's System for the Preparation and Dissemination of Meteorological Forecasts and Warnings for the High Seas under the Global Maritime Distress and Safety System (GMDSS).

Regulation 6

Ice Patrol Service

[1 The Ice Patrol contributes to safety of life at sea, safety and efficiency of navigation and protection of the marine environment in the North Atlantic. Ships transiting the region of icebergs guarded by the Ice Patrol during the ice season are required to make use of the services provided by the Ice Patrol.

2 The Contracting Governments undertake to continue an ice patrol and a service for study and observation of ice conditions in the North Atlantic. During the whole of the ice season, i.e. for the period from February 15th through July 1st of each year, the south-eastern, southern and south-western limits of the region of icebergs in the vicinity of the Grand Banks of Newfoundland shall be guarded for the purpose of informing passing ships of the extent of this dangerous region; for the study of ice conditions in general; and for the purpose of affording assistance to ships and crews requiring aid within the limits of operation of the patrol ships and aircraft. During the rest of the year the study and observation of ice conditions shall be maintained as advisable.

3 Ships and aircraft used for the ice patrol service and the study and observation of ice conditions may be assigned other duties provided that such other duties do not interfere with the primary purpose or increase the cost of this service.

4 The Government of the United States agrees to continue the overall management of the ice patrol service and the study and observation of ice conditions, including the dissemination of information therefrom.

5 The terms and conditions governing the management, operation and financing of the Ice Patrol are set forth in the Rules for the management, operation and financing of the North Atlantic Ice Patrol appended to this Chapter which shall form an integral part of this chapter.

6 If, at any time, the United States and/or Canadian Governments should desire, it may discontinue providing these services, and the Contracting Governments shall settle the question of continuing these services in accordance with their mutual interests. The United States and/or Canadian Governments shall provide 18 months written notice to all Contracting Governments whose ships entitled to fly their flag and whose ships registered in territories to which those Contracting Governments have extended this regulation benefit from these services before discontinuing providing these services.]

Regulation 7

Search and rescue services

1 Each Contracting Government undertakes to ensure that necessary arrangements are made for distress communication and co-ordination in their area of responsibility and for the rescue of persons in distress at sea around its coasts. These arrangements shall include the establishment, operation and maintenance of such search and rescue facilities as are deemed practicable and necessary, having regard to the density of the seagoing

traffic and the navigational dangers and shall, so far as possible, provide adequate means of locating and rescuing such persons.*

2 Each Contracting Government undertakes to make available information to the Organization concerning its existing search and rescue facilities and the plans for changes therein, if any.

3 Passenger ships to which chapter I applies, trading on fixed routes, shall have on board a plan for co-operation with appropriate search and rescue services in event of an emergency. The plan shall be developed in co-operation between the ship and the search and rescue services and be approved by the Administration. The plan shall include provisions for periodic exercises to be undertaken as agreed by the passenger ship and the search and rescue services concerned to test its effectiveness.

Regulation 8

Life-saving signals

Contracting Governments undertake to arrange that life-saving signals are used by search and rescue facilities engaged in search and rescue operations when communicating with ships or persons in distress.

Regulation 9

Hydrographic services

1 Contracting Governments undertake to arrange for the collection and compilation of hydrographic data and the publication, dissemination and keeping up to date of all nautical information necessary for safe navigation.

2 In particular, Contracting Governments undertake to co-operate in carrying out, as far as possible, the following nautical and hydrographic services, in the manner most suitable for the purpose of aiding navigation:

- .1 to ensure that hydrographic surveying is carried out, as far as possible, adequate to the requirements of safe navigation;
- .2 to prepare and issue nautical charts, sailing directions, lists of lights, tide tables and other nautical publications, where applicable, satisfying the needs of safe navigation;
- .3 to promulgate notices to mariners in order that nautical charts and publications are kept, as far as possible, up to date.

* Refer to the International Convention on Maritime Search and Rescue, 1979 and the following resolutions adopted by the Organization:

Homing capability of search and rescue (SAR) aircraft (resolution A.225(VII));
International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual (resolution A.894(21));
Use of radar transponders for search and rescue purposes (resolution A.530(13)) and
Search and rescue homing capability (resolution A.616(15)).

.4 to provide data management arrangements to support these services.

3 Contracting Governments undertake to ensure the greatest possible uniformity in charts and nautical publications and to take into account, whenever possible, relevant international resolutions and recommendations.*

4 Contracting Governments undertake to co-ordinate their activities to the greatest possible degree in order to ensure that hydrographic and nautical information is made available on a world-wide scale as timely, reliably, and unambiguously as possible.

Regulation 10

Ships' routing

1 Ships' routing systems contribute to safety of life at sea, safety and efficiency of navigation, and/or protection of the marine environment. Ships' routing systems are recommended for use by, and may be made mandatory for, all ships, certain categories of ships or ships carrying certain cargoes, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization.**

2 The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ships' routing systems. Contracting Governments shall refer proposals for the adoption of ships' routing systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ships' routing systems.

3 The initiation of action for establishing a ships' routing system is the responsibility of the Government or Governments concerned. In developing such systems for adoption by the Organization, the guidelines and criteria developed by the Organization** shall be taken into account.

4 Ships' routing systems should be submitted to the Organization for adoption. However, a Government or Governments implementing ships' routing systems not intended to be submitted to the Organization for adoption or which have not been adopted by the Organization are encouraged to take into account, wherever possible, the guidelines and criteria developed by the Organization.**

5 Where two or more Governments have a common interest in a particular area, they should formulate joint proposals for the delineation and use of a routing system therein on the basis of an agreement between them. Upon receipt of such proposal and before proceeding with consideration of it for adoption, the Organization shall ensure details of the proposal are disseminated to the Governments which have a common interest in the area, including countries in the vicinity of the proposed ships' routing system.

* Refer to the appropriate resolutions and recommendations adopted by the International Hydrographic Organization.

** Refer to the General Provisions on Ships' Routing (resolution A.572(14)) adopted by the Organization, as amended.

6 Contracting Governments shall adhere to the measures adopted by the Organization concerning ships' routeing. They shall promulgate all information necessary for the safe and effective use of adopted ships' routeing systems. A Government or Governments concerned may monitor traffic in those systems. Contracting Governments will do everything in their power to secure the appropriate use of ships' routeing systems adopted by the Organization.

7 A ship shall use a mandatory ships' routeing system adopted by the Organization as required for its category or cargo carried and in accordance with the relevant provisions in force unless there are compelling reasons not to use a particular ships' routeing system. Any such reason shall be recorded in the ships' log.

8 Mandatory ships' routeing systems shall be reviewed by the Contracting Government or Governments concerned in accordance with the guidelines and criteria developed by the Organization.*

9 All adopted ships' routeing systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the 1982 United Nations Convention on the Law of the Sea.

10 Nothing in this regulation nor its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

Regulation 11

Ship reporting systems**

1 Ship reporting systems contribute to safety of life at sea, safety and efficiency of navigation, and protection of the marine environment. A ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization*** pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes in accordance with the provisions of each system so adopted.

2 The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting systems. Contracting Government shall refer proposals for the adoption of ship reporting systems

* Refer to the General Provisions on Ships' Routeing (resolution A.572(14)) adopted by the Organization, as amended.

** This regulation does not address ship reporting systems established by Governments for search and rescue purposes which are covered by chapter 5 of the 1979 SAR Convention as amended.

*** Refer to the guidelines and criteria adopted by the Maritime Safety Committee of the Organization by resolution MSC.43(64). Refer also to the General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20).

to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ship reporting system.

3 The initiation of action for establishing a ship reporting system is the responsibility of the Government or Governments concerned. In developing such systems provision of the guidelines and criteria developed by the Organization* shall be taken into account.

4 Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation. However, Governments implementing such systems are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization*. Contracting Governments may submit such systems to the Organization for recognition.

5 Where two or more Governments have a common interest in a particular area, they should formulate proposals for a co-ordinated ship reporting system on the basis of agreement between them. Before proceeding with a proposal for adoption of a ship reporting system, the Organization shall disseminate details of the proposal to those Governments which have a common interest in the area covered by the proposed system. Where a co-ordinated ship reporting system is adopted and established, it shall have uniform procedures and operations.

6 After adoption of a ship reporting system in accordance with this regulation, the Government or Governments concerned shall take all measures necessary for the promulgation of any information needed for the efficient and effective use of the system. Any adopted ship reporting system shall have the capability of interaction and the ability to assist ships with information when necessary. Such systems shall be operated in accordance with the guidelines and criteria developed by the Organization* pursuant to this regulation.

7 The master of a ship shall comply with the requirements of adopted ship reporting systems and report to the appropriate authority all information required in accordance with the provisions of each such system.

8 All adopted ship reporting systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the United Nations Convention on the Law of the Sea.

9 Nothing in this regulation or its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

10 The participation of ships in accordance with the provisions of adopted ship reporting systems shall be free of charge to the ships concerned.

* Refer to the guidelines and criteria adopted by the Maritime Safety Committee of the Organization by resolution MSC.43(64). Refer also to the General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20).

11 The Organization shall ensure that adopted ship reporting systems are reviewed under the guidelines and criteria developed by the Organization.

Regulation 12

Vessel traffic services

1 Vessel traffic services (VTS) contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic.

2 Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services.

3 Contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the Organization*. The use of VTS may only be made mandatory in sea areas within the territorial seas of a coastal State.

4 Contracting Governments shall endeavour to secure the participation in, and compliance with, the provisions of vessel traffic services by ships entitled to fly their flag.

5 Nothing in this regulation or the guidelines adopted by the Organization shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

Regulation 13

Establishment and operation of aids to navigation

1 Each Contracting Government undertakes to provide, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires.

2 In order to obtain the greatest possible uniformity in aids to navigation, Contracting Governments undertake to take into account the international recommendations and guidelines** when establishing such aids.

3 Contracting Governments undertake to arrange for information relating to aids to navigation to be made available to all concerned. Changes in the transmissions of position-fixing systems which could adversely affect the performance of receivers fitted in ships shall be avoided as far as possible and only be effected after timely and adequate notice has been promulgated.

* Refer to the Guidelines on Vessel Traffic Services, adopted by the Organization by resolution A.857(20).

** Refer to the appropriate recommendations and guidelines of IALA and SN/Circ.107 - Maritime Buoyage System.

Regulation 14

Ships' manning

1 Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned.*

2 Every ship to which chapter I applies shall be provided with an appropriate minimum safe manning document or equivalent issued by the Administration as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1.

3 On all ships, to ensure effective crew performance in safety matters, a working language shall be established and recorded in the ship's log-book. The company, as defined in regulation IX/1, or the master, as appropriate, shall determine the appropriate working language. Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language. If the working language is not an official language of the State whose flag the ship is entitled to fly, all plans and lists required to be posted shall include a translation into the working language.

4 On ships to which chapter I applies, English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel**, unless those directly involved in the communication speak a common language other than English.

Regulation 15

Principles relating to bridge design, design and arrangement of navigational systems and equipment and bridge procedures

All decisions which are made for the purpose of applying the requirements of regulations 19, 22, 24, 25, 27, and 28 of this chapter and which affect bridge design, the design and arrangement of navigational systems and equipment on the bridge and bridge procedures*** shall be taken with the aim of:

- .1 facilitating the tasks to be performed by the bridge team and the pilot in making full appraisal of the situation and in navigating the ship safely under all operational conditions;
- .2 promoting effective and safe bridge resource management;

* Refer to the Principles of Safe Manning adopted by the Organization by resolution A.890(21).

** The IMO Standard Marine Communications Phrases (SMCPs) (MSC/Circ.794) may be used in this respect.

*** Refer to Guidelines on ergonomic criteria for bridge equipment and layout [being developed]. Performance standards for IBS (resolution MSC.64(67); annex 1); and for INS (resolution MSC.86(70); annex 3).

- .3 enabling the bridge team and the pilot to have convenient and continuous access to essential information which is presented in a clear and unambiguous manner, using standardized symbols and coding systems for controls and displays;
- .4 indicating the operational status of automated functions and integrated components, systems or sub-systems;
- .5 allowing for expeditious, continuous and effective information processing and decision-making by the bridge team and the pilot;
- .6 preventing or minimizing excessive or unnecessary work and any conditions or distractions on the bridge which may cause fatigue or interfere with the vigilance of the bridge team and the pilot; and
- .7 minimizing the risk of human error, and detecting such error if it occurs, through monitoring and alarm systems, in time for the bridge team and the pilot to take appropriate action.

Regulation 16

Maintenance of equipment

- 1 The Administration shall be satisfied that adequate arrangements are in place to ensure that the performance of the equipment required by this chapter is maintained.
- 2 Except as provided in regulations I/7(b)(ii), I/8 and I/9, while all reasonable steps shall be taken to maintain the equipment required by this chapter in efficient working order, malfunctions of that equipment shall not be considered as making the ship unseaworthy or as a reason for delaying the ship in ports where repair facilities are not readily available, provided suitable arrangements are made by the master to take the inoperative equipment or unavailable information into account in planning and executing a safe voyage to a port where repairs can take place.

Regulation 17

Electromagnetic compatibility

- 1 Administrations shall ensure that all electrical and electronic equipment on the bridge or in the vicinity of the bridge, on ships constructed after [1 July 2002], is tested for electromagnetic compatibility taking into account the recommendations developed by the Organization.*
- 2 Electrical and electronic equipment shall be so installed that electromagnetic interference does not affect the proper function of navigational systems and equipment.

* Refer to resolution A.813(19) - General requirements for Electromagnetic Compatibility for all Electrical and Electronic Ship's Equipment.

3 Portable electrical and electronic equipment shall not be operated on the bridge if it may affect the proper function of navigational systems and equipment.

Regulation 18

Approval and surveys of navigational systems and equipment, and performance standards

1 Navigational systems and equipment required to meet the requirements of this chapter shall be of a type approved by the Administration.

2 Navigational systems and equipment, including associated back-up arrangements, where applicable, installed on or after [1 July 2002] to perform the functional requirements of this chapter shall conform to appropriate performance standards not inferior to those adopted by the Organization.*

* Refer to the following recommendations adopted by the Organization by the resolutions indicated:

Recommendations on general requirements for shipborne radio equipment forming part of the Recommendation on performance standards for gyro-compasses (resolution A.424(XI));

Recommendation on performance standards for radar equipment (resolution MSC.64(67), annex 4);

Performance standards for automatic radar plotting aids (resolution A.823(19));

Recommendation on performance standards for Electronic Chart Display and Information Systems (ECDIS) (resolution A.817(19)), as amended;

Recommendation on accuracy standards for navigation (resolution A.529(13));

Recommendation on performance standards for shipborne Loran-C and Chayka receivers (resolution A.818(19));

Recommendation on performance standards for shipborne global positioning system receiver equipment (resolution A.819(19));

Recommendation on performance standards for shipborne GLONASS receiver equipment (resolution MSC.53(66));

Recommendation on performance standards for shipborne DGPS and DGLONASS maritime radio beacon receiver equipment (resolution MSC.64(67), annex 2);

Recommendation on performance standards for combined GPS/GLONASS receiver equipment (resolution MSC.74(69), annex 1);

Recommendation on performance standards for heading control systems (resolution MSC.64(67), annex 3 and resolution MSC.74(69), annex 2);

Recommendation on performance standards for a universal shipborne automatic identification system (AIS) (resolution MSC.74(69), annex 3);

Recommendation on performance standards for echo-sounding equipment (resolution A.224(VII), as amended by MSC.74(69), annex 2);

Recommendation on performance standards for devices to indicate speed and distance (resolution A.824(19)), as amended;

Performance standards for rate-of-turn indicators (resolution A.526(13));

(cont'd)

3 When navigational systems and equipment are replaced or added to on ships constructed before [1 July 2002], such navigational systems and equipment shall, in so far as is reasonable and practicable, comply with the requirements of paragraph 2.

4 Navigational systems and equipment installed prior to the adoption of performance standards by the Organization may subsequently be exempted from full compliance with such standards at the discretion of the Administration, having due regard to the recommended criteria adopted by the Organization. However, for an Electronic Chart Display and Information System (ECDIS) to be accepted as satisfying the chart carriage requirement of regulation 19.1.2.4, that system shall conform to the relevant performance standards not inferior to those adopted by the Organization in effect on the date of installation, or, for systems installed before 1 January 1999, not inferior to the performance standards adopted by the Organization on 23 November 1995*.

5 The Administration shall require that the manufacturers have a quality control system audited by a competent authority to ensure continuous compliance with the type approval conditions. Alternatively, the Administration may use final product verification procedures where the compliance with the type approval certificate is verified by a competent authority before the product is installed on board ships.

6 Before giving approval to navigational systems or equipment embodying new features not covered by this chapter, the Administration shall ensure that such features support function at least as effective as those required by this chapter.

7 When equipment for which performance standards have been developed by the Organization, is carried on ships subject to the carriage requirements under regulation 19 in addition to those items of equipment required by regulation 19, such equipment shall be subject to approval and shall as far as practicable comply with performance standards not inferior to those adopted by the Organization.

Recommendation on unification of performance standards for navigational equipment (resolution A.575(14));

Recommendation on methods of measuring noise levels at listening posts (resolution A.343(IX));

Regarding unification of ARPA signals, see MSC/Circ.563 and IEC Publication 872;

Recommendation on Performance standards for Radar Reflectors (resolution A.384(X));

Recommendation on Performance standards for magnetic compasses (resolution A.382(X)).

* Recommendation of Performance Standards for Electronic Chart Display and Information Systems (ECDIS) (resolution A.817(19)), as amended, and resolution MSC.86(70).

Regulation 19

Carriage requirements for shipborne navigational systems and equipment

1 Application and requirements

Subject to the provisions of regulation 1.4:

1.1 Ships constructed on or after [1 July 2002] shall be fitted with navigational systems and equipment which will fulfil the requirements as prescribed in paragraphs 2.1 to 2.9.

1.2 Ships constructed before [1 July 2002] shall:

- .1 subject to the provisions of paragraphs 1.2.2 and 1.2.3, unless they comply fully with this regulation, continue to be fitted with equipment which fulfils the requirements prescribed in regulations V/11, V/12 and V/20 of the International Convention for the Safety of Life at Sea, 1974 in force prior to [1 July 2002];
- .2 be fitted with the equipment or systems required in paragraph 2.1.6 not later than the first survey after [1 July 2002] at which time the radio direction-finding apparatus referred to in V/12 (p) of the International Convention for the Safety of Life at Sea, 1974 in force prior to [1 July 2002] shall no longer be required; and
- .3 be fitted with the system required in paragraph 2.4 not later than the dates specified in paragraphs 2.4.1.2 and 2.4.1.3.

2 Shipborne navigational equipment and systems

Subject to the provisions of paragraph 1.1:

2.1 All ships irrespective of size shall have:

- .1 a properly adjusted standard magnetic compass, or other means, independent of any power supply to determine the ship's heading and display the reading at the main steering position;
- .2 a pelorus or compass bearing device, or other means, independent of any power supply to take bearings over an arc of the horizon of 360°;
- .3 means of correcting heading and bearings to true at all times;
- .4 nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage; an Electronic Chart Display and Information System (ECDIS) may be accepted as meeting the chart carriage requirements of this subparagraph;

- .5 back-up arrangements to meet the functional requirements of subparagraph.4, if this function is partly or fully fulfilled by electronic means;*
- .6 a receiver for a global navigation satellite system or a terrestrial radionavigation system, or other means, suitable for use at all times throughout the intended voyage to establish and update the ship's position by automatic means;
- .7 if less than 150 gross tonnage and if practicable, a radar reflector, or other means, to enable detection by ships navigating by radar at both 9 and 3 GHz;
- .8 when the ship's bridge is totally enclosed and unless the Administration determines otherwise, a sound reception system, or other means, to enable the officer in charge of the navigational watch to hear sound signals and determine their direction;
- .9 a telephone, or other means, to communicate heading information to the emergency steering position, if provided.

2.2 All ships of 150 gross tonnage and upwards and passenger ships irrespective of size shall, in addition to the requirements of paragraph 2.1, be fitted with:

- .1 a spare magnetic compass interchangeable with the magnetic compass, as referred to in paragraph 2.1.1, or other means to perform the function referred to in paragraph 2.1.1 by means of replacement or duplicate equipment;
- .2 a signal lamp, or other means to communicate by light during day and night using an energy source of electrical power not solely dependent upon the ship's power supply.

2.3 All ships of 300 gross tonnage and upwards and passenger ships irrespective of size shall, in addition to meeting the requirements of paragraph 2.2, be fitted with:

- .1 an echo sounding device, or other electronic means, to measure and display the available depth of water;
- .2 a 9 GHz radar, or other means to determine and display the range and bearing of radar transponders and of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance;
- .3 an electronic plotting aid, or other means, to plot electronically the range and bearing of targets to determine collision risk;

* An appropriate folio of paper nautical charts may be used as a back-up arrangement for ECDIS. Other back-up arrangements for ECDIS are acceptable (see appendix 6 to resolution A.817(19), as amended).

- .4 speed and distance measuring device, or other means, to indicate speed and distance through the water;
- .5 a properly adjusted transmitting heading device, or other means to transmit heading information for input to the equipment referred to in paragraphs 2.3.2, 2.3.3 and 2.4.

2.4 All ships of 300 gross tonnage and upwards engaged on international voyages and cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size shall be fitted with Automatic Identification System (AIS), as follows:

- .1 ships constructed on or after [1 July 2002];
- .2 ships engaged on international voyages constructed before [1 July 2002]:
 - .2.1 in the case of passenger ships, not later than 1 July 2003;
 - .2.2 in the case of tankers, not later than the first [survey for safety equipment]^{*} after 1 July 2003;
 - .2.3 in the case of ships, other than passenger ships and tankers, of 50,000 gross tonnage and upwards, not later than 1 July 2004;
 - .2.4 in the case of ships, other than passenger ships and tankers, of 10,000 gross tonnage and upwards but less than 50,000 gross tonnage, not later than 1 July 2005;
 - .2.5 in the case of ships, other than passenger ships and tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage, not later than 1 July 2006.
 - .2.6 in the case of ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 3,000 gross tonnage, not later than 1 July 2007; and
- .3 ships not engaged on international voyages constructed before [1 July 2002], not later than 1 July 2008.
- .4 The Administration may exempt ships from the application of the requirements of this paragraph when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraph .1. [Additionally, an Administration may exempt ships flying its flag in its domestic trade from carrying AIS when operating in areas, where in the judgement of the Administration, the volume of traffic does not justify AIS].

^{*} [SOLAS 74 and SOLAS Protocol 88, as appropriate].

- .5 AIS shall:
 - .1 provide automatically to appropriately equipped shore stations, other ships and aircraft information, including the ship's identity, type, position, course, speed, navigational status and other safety-related information;
 - .2 receive automatically such information from similarly fitted ships;
 - .3 monitor and track ships; and
 - .4 exchange data with shore-based facilities.
- .6 The requirements of paragraph 1.5.3 shall not be applied to cases where international agreements, rules or standards provide for the protection of navigational information.
- .7 AIS shall be operated taking into account the guidelines adopted by the Organization.*

2.5 All ships of 500 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.3 with the exception of paragraphs 2.3.3 and 2.3.5, and the requirements of paragraph 2.4, have:

- .1 a gyro compass, or other means, to determine and display their heading by shipborne non-magnetic means and to transmit heading information for input to the equipment referred in paragraphs 2.3.2, 2.4 and 2.5.5;
- .2 a gyro compass heading repeater, or other means, to supply heading information visually at the emergency steering position if provided;
- .3 a gyro compass bearing repeater, or other means, to take bearings, over an arc of the horizon of 360°, using the gyro compass or other means referred to in subparagraph .1. However ships less than 1,600 gross tonnage shall be fitted with such means as far as possible;
- .4 rudder, propeller, thrust, pitch and operational mode indicators, or other means to determine and display rudder angle, propeller revolutions, the force and direction of thrust and, if applicable, the force and direction of lateral thrust and the pitch and operational mode, all to be readable from the conning position;
- .5 an automatic tracking aid, or other means, to plot automatically the range and bearing of other targets to determine collision risk.

2.6 On all ships of 500 gross tonnage and upwards, failure of one piece of equipment should not reduce the ship's ability to meet the requirements of paragraphs 2.1.1, 2.1.2 and 2.1.4

* Refer to resolution ... - Guidelines on the operation of AIS on ships (to be developed before this regulation enters into force).

2.7 All ships of 3000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.5, have:

- .1 a 3 GHz radar or where considered appropriate by the Administration a second 9 GHz radar, or other means to determine and display the range and bearing of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance, which are functionally independent of those referred to in paragraph 2.3.2;
- .2 a second automatic tracking aid, or other means to plot automatically the range and bearing of other targets to determine collision risk which are functionally independent of those referred to in paragraph 2.5.5.

2.8 All ships of 10,000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.7 with the exception of 2.7.2, have:

- .1 an automatic radar plotting aid, or other means, to plot automatically the range and bearing of at least 20 other targets, connected to a device to indicate speed and distance through the water, to determine collision risks and simulate a trial manoeuvre; and
- .2 a heading or track control system, or other means, to automatically control and keep to a heading and/or straight track.

2.9 All ships of 50,000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.8, have:

- .1 a rate of turn indicator, or other means, to determine and display the rate of turn; and
- .2 speed and distance measuring device, or other means, to indicate speed and distance over the ground in the forward and athwartships direction.

3 When "other means" are permitted under this regulation, such means must be approved by Administration in accordance with regulation 18.

4 The navigational equipment and systems referred to in this regulation shall be so installed, tested and maintained as to minimize malfunction.

5 Navigational equipment and systems offering alternative modes of operation shall indicate the actual mode of use.

6 Integrated bridge systems* shall be so arranged that failure of one sub-system is brought to immediate attention of the officer in charge of the navigational watch by audible and visual alarms, and does not cause failure to any other sub-system. In case of

* Refer to resolution MSC.64(67), annex 1 - Performance standard for Integrated bridge systems.

failure in one part of an integrated navigational system,* it shall be possible to operate each other individual item of equipment or part of the system separately.

Regulation 20

Voyage Data Recorders (VDR)**

1 To assist in casualty investigations, ships, when engaged on international voyages, subject to the provisions of regulation 1.4, shall be fitted with a Voyage Data Recorder (VDR) as follows:

- .1 passenger ships constructed on or after [1 July 2002];
- .2 ro-ro passenger ships constructed before [1 July 2002] not later than the first annual survey after [1 July 2002];
- .3 passenger ships other than ro-ro passenger ships constructed before [1 July 2002] not later than 1 January 2004; and
- .4 ships, other than passenger ships, of 3,000 gross tonnage and upwards constructed on or after [1 July 2002].

2 The VDR required by this regulation shall meet performance standards which are not inferior to those adopted by the Organization and shall be of a type approved in accordance with regulation 18 of this chapter.

3 Administrations may exempt ships, other than ro-ro passenger ships, constructed before [1 July 2002] from being fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the ship is unreasonable and impracticable.

4 The voyage data recorder (VDR) system, including all sensors, shall be subjected to an annual performance test. The test shall be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections shall be conducted to determine the serviceability of all protective enclosures and devices fitted to aid location. A copy of a certificate of compliance issued by the testing facility stating the date of compliance and the applicable performance standards, shall be retained on board the ship.

* Refer to resolution MSC.86(70), annex 3 - Performance standard for Integrated navigational systems.

** Refer to resolution A.861(20) – Recommendation on Performance Standards for Voyage Data Recorders (VDRs).

Regulation 21

International Code of Signals

All ships which, in accordance with the present Convention, are required to carry a radio installation shall carry the International Code of Signals as may be amended by the Organization. The Code shall also be carried by any other ship which in the opinion of the Administration has a need to use it.

Regulation 22

Navigation bridge visibility

1 Ships of not less than 45 m in length as defined in regulation III/3.12, constructed on or after 1 July 1998, shall meet the following requirements:

- .1 The view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10° on either side under all conditions of draught, trim and deck cargo;
- .2 No blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10° . The total arc of blind sectors shall not exceed 20° . The clear sectors between blind sectors shall be at least 5° . However, in the view described in .1, each individual blind sector shall not exceed 5° ;
- .3 The horizontal field of vision from the conning position shall extend over an arc of not less than 225° , that is from right ahead to not less than 22.5° , abaft the beam on either side of the ship;
- .4 From each bridge wing the horizontal field of vision shall extend over an arc at least 225° , that is from at least 45° on the opposite bow through right ahead and then from right ahead to right astern through 180° on the same side of the ship;
- .5 From the main steering position the horizontal field of vision shall extend over an arc from right ahead to at least 60° on each side of the ship;
- .6 The ship's side shall be visible from the bridge wing;
- .7 The height of the lower edge of the navigation bridge front windows above the bridgedeck shall be kept as low as possible. In no case shall the lower edge present an obstruction to the forward view as described in this regulation;
- .8 The upper edge of the navigation bridge front windows shall allow a forward view of the horizon, for a person with a height of eye of 1,800 mm

above the bridge deck at the conning position, when the ship is pitching in heavy seas. The Administration, if satisfied that a 1,800 mm height of eye is unreasonable and impractical, may allow reduction of the height of eye but not less than 1,600 mm;

.9 Windows shall meet the following requirements:

- .9.1 To help avoid reflections, the bridge front windows shall be inclined from the vertical plane top out, at an angle of not less than 10° and not more than 25°.
- .9.2 Framing between navigation bridge windows shall be kept to a minimum and not be installed immediately forward of any work station.
- .9.3 Polarized and tinted windows shall not be fitted.
- .9.4 A clear view through at least two of the navigation bridge front windows and, depending on the bridge configuration, an additional number of clear-view windows shall be provided at all times, regardless of weather conditions.

2 Ships constructed before 1 July 1998 shall, where practicable, meet the requirements of paragraphs 1.1 and 1.2. However, structural alterations or additional equipment need not be required.

3 With ships of unconventional design which, in the opinion of the Administration, cannot comply with this regulation, arrangements shall be provided to achieve a level of visibility that is as near as practical to those prescribed in this regulation.

Regulation 23

Pilot transfer arrangements

1 Application

1.1 Ships engaged on voyages in the course of which pilots are likely to be employed shall be provided with pilot transfer arrangements.

1.2 Equipment and arrangements for pilot transfer which are installed on or after 1 January 1994 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organization.

1.3 Equipments and arrangements for pilot transfer which are provided on ships before 1 January 1994 shall at least comply with the requirements of regulation 17 of the International Convention for the Safety of Life at Sea, 1974 in force prior to that date, and due regard shall be paid to the standards adopted by the Organization prior to that date.*

* Refer to the Recommendation on Pilot transfer arrangements, adopted by the Organization by resolution A.889(21), MSC/Circ.568/Rev.1: Required Boarding Arrangement for Pilots.

1.4 Equipment and arrangements which are replaced after 1 January 1994 shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.

2 General

2.1 All arrangements used for pilot transfer shall efficiently fulfill their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

3 Transfer arrangements

3.1 Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.

3.2 In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or by means of mechanical pilot hoists or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.

3.3 Safe and convenient access to, and egress from, the ship shall be provided by either:

- .1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:
 - .1.1 it is clear of any possible discharges from the ship;
 - .1.2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
 - .1.3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;

- .1.4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes;
- .2 an accommodation ladder in conjunction with the pilot ladder, or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges; or
- .3 a mechanical pilot hoist so located that it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship and clear of all discharges.

4 Access to the ship's deck

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

- .1 a gateway in the rails or bulwark, adequate handholds shall be provided;
- .2 a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

5 Shipside doors

Shipside doors used for pilot transfer shall not open outwards.

6 Mechanical pilot hoists

6.1 The mechanical pilot hoist and its ancillary equipment shall be of a type approved by the Administration. The pilot hoist shall be designed to operate as a moving ladder to lift and lower one person on the side of the ship, or as a platform to lift and lower one or more persons on the side of the ship. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner, including a safe access from the hoist to the deck and vice versa. Such access shall be gained directly by a platform securely guarded by handrails.

6.2 Efficient hand gear shall be provided to lower or recover the person or persons carried, and kept ready for use in the event of power failure.

6.3 The hoist shall be securely attached to the structure of the ship. Attachment shall not be solely by means of the ship's side rails. Proper and strong attachment points shall be provided for hoists of the portable type on each side of the ship.

6.4 If belting is fitted in the way of the hoist position, such belting shall be cut back sufficiently to allow the hoist to operate against the ship's side.

6.5 A pilot ladder shall be rigged adjacent to the hoist and available for immediate use so that access to it is available from the hoist at any point of its travel. The pilot ladder shall be capable of reaching the sea level from its own point of access to the ship.

6.6 The position on the ship's side where the hoist will be lowered shall be indicated.

6.7 An adequate protected stowage position shall be provided for the portable hoist. In very cold weather, to avoid the danger of ice formation, the portable hoist shall not be rigged until its use is imminent.

7 Associated equipment

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred;

- .1 two man-ropes of not less than 28 mm in diameter properly secured to the ship if required by the pilot;
- .2 a lifebuoy equipped with a self-igniting light;
- .3 a heaving line.

7.2 When required by paragraph 4, stanchions and bulwark ladders shall be provided.

8 Lighting

Adequate lighting shall be provided to illuminate the transfer arrangements overside, the position on deck where a person embarks or disembarks and the controls of the mechanical pilot hoist.

Regulation 24

Use of heading and/or track control systems

1 In areas of high traffic density, in conditions of restricted visibility and in all other hazardous navigational situations where heading and/or track control systems are in use, it shall be possible to establish manual control of the ship's steering immediately.

2 In circumstances as above, the officer in charge of the navigational watch shall have available without delay the services of a qualified helmsperson who shall be ready at all times to take over steering control.

3 The change-over from automatic to manual steering and vice versa shall be made by or under the supervision of a responsible officer.

4 The manual steering shall be tested after prolonged use of heading and/or track control systems, and before entering areas where navigation demands special caution.

Regulation 25

Operation of main source of electrical power and steering gear

In areas where navigation demands special caution, ships shall have more than one steering gear power unit in operation when such units are capable of simultaneous operation.

Regulation 26

Steering gear: Testing and drills

1 Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include, where applicable, the operation of the following:

- .1 the main steering gear;
- .2 the auxiliary steering gear;
- .3 the remote steering gear control systems;
- .4 the steering positions located on the navigation bridge;
- .5 the emergency power supply;
- .6 the rudder angle indicators in relation to the actual position of the rudder;
- .7 the remote steering gear control system power failure alarms;
- .8 the steering gear power unit failure alarms; and
- .9 automatic isolating arrangements and other automatic equipment.

2 The checks and tests shall include:

- .1 the full movement of the rudder according to the required capabilities of the steering gear;
- .2 a visual inspection for the steering gear and its connecting linkage; and
- .3 the operation of the means of communication between the navigation bridge and steering gear compartment.

3.1 Simple operating instruction with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigation bridge and in the steering compartment.

3.2 All ships' officers concerned with the operation or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and with the procedures for changing from one system to another.

4 In addition to the routine checks and test prescribed in paragraphs 1 and 2, emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control within the steering gear compartment, the communications procedure with the navigation bridge and, where applicable the operation of alternative power supplies.

5 The Administration may waive the requirements to carry out the checks and tests prescribed in paragraphs 1 and 2 for ships which regularly engage on voyages of short duration. Such ships shall carry out these checks and tests at least once every week.

6 The date upon which the checks and tests prescribed in paragraphs 1 and 2 are carried out and the date and details of emergency steering drills carried out under paragraph 4, shall be recorded.

Regulation 27

Nautical charts and nautical publications

Nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date.

Regulation 28

Records of navigational activities*

All ships engaged on international voyages shall keep on board a record of navigational activities and incidents which are of importance to safety of navigation and which must contain sufficient detail to restore a complete record of the voyage, taking into account the recommendations adopted by the Organization. When such information is not maintained in the ship's log-book, it shall be maintained in another form approved by the Administration.

* Refer to resolution A... - Guidelines for recording events related to navigation (to be developed before this regulation enters into force).

Regulation 29

Life-saving signals to be used by ships, aircraft or persons in distress

An illustrated table describing the life-saving signals* shall be readily available to the officer of the watch of every ship to which this chapter applies. The signals shall be used by ships or persons in distress when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations.

Regulation 30

Operational limitations

- 1 This regulation applies to all passenger ships to which chapter I applies.
- 2 A list of all limitations on the operation of a passenger ship including exemptions from any of these regulations, restrictions in operating areas, weather restrictions, sea state restrictions, restrictions in permissible loads, trim, speed and any other limitations, whether imposed by the Administration or established during the design or the building stages, shall be compiled before the passenger ship is put in service. The list, together with any necessary explanations, shall be documented in a form acceptable to the Administration, which shall be kept on board readily available to the master. The list shall be kept updated. If the language used is not English or French, the list shall be provided in one of the two languages.

Regulation 31

Danger messages

- 1 The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, is bound to communicate the information by all means at his disposal to ships in the vicinity, and also to the competent authorities. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the International Code of Signals.
- 2 Each Contracting Government will take all steps necessary to ensure that when intelligence of any of the dangers specified in paragraph 1 is received, it will be promptly brought to the knowledge of those concerned and communicated to other interested Governments.
- 3 The transmission of messages respecting the dangers specified is free of cost to the ships concerned.
- 4 All radio messages issued under paragraph 1 shall be preceded by the safety signal, using the procedure as prescribed by the Radio Regulations as defined in regulation IV/2.

* Such life-saving signals are described in the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) Vol.III, Mobile Facilities and illustrated in the International Code of Signals as amended pursuant to resolution A.80(IV).

Regulation 32

Information required in danger messages

The following information is required in danger messages:

- 1 Ice, derelicts and other direct dangers to navigation
 - .1 The kind of ice, derelict or danger observed.
 - .2 The position of the ice, derelict or danger when last observed.
 - .3 The time and date (Universal Co-ordinated Time) when danger last observed.
- 2 Tropical cyclones (storms)
 - .1 A statement that a tropical cyclone has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the master has good reason to believe that a tropical cyclone is developing or exists in the neighbourhood.
 - .2 Time, date (Universal Co-ordinated Time) and position of ship when the observation was taken.
 - .3 As much of the following information as is practicable should be included in the message:
 - barometric pressure,* preferably corrected (stating millibars, millimetres, or inches, and whether corrected or uncorrected);
 - barometric tendency (the change in barometric pressure during the past three hours);
 - true wind direction;
 - wind force (Beaufort scale);
 - state of the sea (smooth, moderate, rough, high);
 - swell (slight, moderate, heavy) and the true direction from which it comes. Period or length of swell (short, average, long) would also be of value;
 - true course and speed of ship.

* The standard international unit for barometric pressure is the hectopascal (hPa) which is numerically equivalent to the millibar (mbar).

Subsequent observations

3 When a master has reported a tropical cyclone or other dangerous storm, it is desirable but not obligatory, that further observations be made and transmitted hourly, if practicable, but in any case at intervals of not more than 3 hours, so long as the ship remains under the influence of the storm.

4 Winds of force 10 or above on the Beaufort scale for which no storm warning has been received. This is intended to deal with storms other than the tropical cyclones referred to in paragraph 2; when such a storm is encountered, the message should contain similar information to that listed under the paragraph but excluding the details concerning sea and swell.

5 Sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures:

- .1 Time and date (Universal Co-ordinated Time).
- .2 Air temperature.
- .3 Sea temperature (if practicable).
- .4 Wind force and direction.

Examples

Ice

TTT ICE. LARGE BERG SIGHTED IN 4506 N, 4410W, AT 0800 UTC. MAY 15.

Derelicts

TTT DERELICT. OBSERVED DERELICT ALMOST SUBMERGED IN 4006 N, 1243 W, AT 1630 UTC. APRIL 21.

Danger to navigation

TTT NAVIGATION. ALPHA LIGHTSHIP NOT ON STATION. 1800 UTC. JANUARY 3.

Tropical cyclone

TTT STORM. 0030 UTC. AUGUST 18. 2004 N, 11354 E. BAROMETER CORRECTED 994 MILLIBARS, TENDENCY DOWN 6 MILLIBARS. WIND NW, FORCE 9, HEAVY SQUALLS. HEAVY EASTERLY SWELL. COURSE 067, 5 KNOTS.

TTT STORM. APPEARANCES INDICATE APPROACH OF HURRICANE. 1300 UTC. SEPTEMBER 14. 2200 N, 7236 W. BAROMETER CORRECTED 29.64 INCHES, TENDENCY DOWN .015 INCHES. WIND NE, FORCE 8, FREQUENT RAIN SQUALLS. COURSE 035, 9 KNOTS.

TTT STORM. CONDITIONS INDICATE INTENSE CYCLONE HAS FORMED. 0200 UTC. MAY 4. 1620 N, 9203 E. BAROMETER UNCORRECTED 753 MILLIMETRES,

TENDENCY DOWN 5 MILLIMETRES. WIND S BY W, FORCE 5. COURSE 300, 8 KNOTS.

TTT STORM. TYPHOON TO SOUTHEAST. 0300 UTC. JUNE 12. 1812 N, 12605 E. BAROMETER FALLING RAPIDLY. WIND INCREASING FROM N.

TTT STORM. WIND FORCE 11, NO STORM WARNING RECEIVED. 0300 UTC. MAY 4. 4830 N, 30 W. BAROMETER CORRECTED 983 MILLIBARS, TENDENCY DOWN 4 MILLIBARS. WIND SW, FORCE 11 VEERING. COURSE 260, 6 KNOTS.

Icing

TTT EXPERIENCING SEVERE ICING. 1400 UTC. MARCH 2. 69 N, 10 W. AIR TEMPERATURE 18°F (-7.8°C). SEA TEMPERATURE 29°F (-1.7°C). WIND NE, FORCE 8.

Regulation 33

Distress messages: Obligations and procedures

1 The master of a ship at sea which is in a position to be able to provide assistance on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service that the ship is doing so. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the log-book the reason for failing to proceed to the assistance of the persons in distress and taking into account the recommendation of the Organization to inform the appropriate search and rescue service accordingly.

2 The master of a ship in distress or the search and rescue service concerned, after consultation, so far as may be possible, with the masters of ships which answer the distress alert, has the right to requisition one or more of those ships as the master of the ship in distress or the search and rescue service considers best able to render assistance, and it shall be the duty of the master or masters of the ship or ships requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.

3 Masters of ships shall be released from the obligation imposed by paragraph 1 on learning that their ships have not been requisitioned and that one or more other ships have been requisitioned and are complying with the requisition. This decision shall, if possible be communicated to the other requisitioned ships and to the search and rescue service.

4 The master of a ship shall be released from the obligation imposed by paragraph 1 and, if his ship has been requisitioned, from the obligation imposed by paragraph 2 on being informed by the persons in distress or by the search and rescue service or by the master of another ship which has reached such persons that assistance is no longer necessary.

5 The provisions of this regulation do not prejudice the Convention for the Unification of Certain Rules of Law Relating to Assistance and Salvage at Sea, signed at

Brussels on 23 September 1910, particularly the obligation to render assistance imposed by article 11 of that Convention.*

Regulation 34

Safe navigation and avoidance of dangerous situations

1 Prior to proceeding to sea, the master shall ensure that the intended voyage has been planned using the appropriate nautical charts and nautical publications for the area concerned, taking into account the guidelines and recommendations developed by the Organization**.

2 The voyage plan shall identify a route which:

- .1 takes into account any relevant ships' routing systems;
- .2 ensures sufficient sea room for the safe passage of the ship throughout the voyage;
- .3 anticipates all known navigational hazards and adverse weather conditions; and
- .4 takes into account the marine environmental protection measures that apply, and avoids as far as possible actions and activities which could cause damage to the environment.

3 The owner, charterer, or manager of a ship or any other person, shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safe navigation and protection of the marine environment.

Regulation 35

Misuse of distress signals

The use of an international distress signal, except for the purpose of indicating that a person or persons are in distress, and the use of any signal which may be confused with an international distress signal, are prohibited.

* International Convention on Salvage 1989 done at London on 28 April 1989 entered into force on 14 July 1996.

** Refer to the Guidelines for Voyage Planning, resolution A.893(21).

[APPENDIX

**RULES FOR THE MANAGEMENT, OPERATION AND FINANCING
OF THE NORTH ATLANTIC ICE PATROL**

- 1 In these Rules:
 - .1 *Ice season* means the annual period between February 15 and July 1.
 - .2 *Region of icebergs guarded by the ice patrol* means the south-eastern, southern and south-western limits of the region of icebergs in the vicinity of the Grand Banks of Newfoundland.
 - .3 *Routes passing through regions of icebergs guarded by the Ice Patrol* means:
 - .3.1 routes between Atlantic Coast ports of Canada (including inland ports approached from the North Atlantic through the Gut of Canso and Cabot Straits) and ports of Europe, Asia or Africa approached from the North Atlantic through or north of the Straits of Gibraltar (except routes which pass south of the extreme limits of ice of all types).
 - .3.2 routes via Cape Race, Newfoundland between Atlantic Coast ports of Canada (including inland ports approached from the North Atlantic through the Gut of Canso and Cabot Straits) west of Cape Race, Newfoundland and Atlantic Coast ports of Canada north of Cape Race, Newfoundland.
 - .3.3 routes between Atlantic and Gulf Coast ports of the United States (including inland ports approached from the North Atlantic through the Gut of Canso and Cabot straits) and ports of Europe, Asia or Africa approached from the North Atlantic through or north of the Straits of Gibraltar (except routes which pass south of the extreme limits of ice of all types).
 - .3.4 routes via Cape Race, Newfoundland between Atlantic and Gulf Coast ports of the United States (including inland ports approached from the North Atlantic through the Gut of Canso and Cabot Straits) and Atlantic Coast ports of Canada north of Cape Race, Newfoundland.
 - .4 *Extreme limits of ice of all types* in the North Atlantic Ocean is defined by a line connecting the following points:

A	-	42°23'.00N, 59°25'.00W	J	-	39°49'.00N, 41°00'.00W
B	-	41°23'.00N, 57°00'.00W	K	-	40°39'.00N, 39°00'.00W
C	-	40°47'.00N, 55°00'.00W	L	-	41°19'.00N, 38°00'.00W
D	-	40°07'.00N, 53°00'.00W	M	-	43°00'.00N, 37°27'.00W
E	-	39°18'.00N, 49°39'.00W	N	-	44°00'.00N, 37°29'.00W
F	-	38°00'.00N, 47°35'.00W	O	-	46°00'.00N, 37°55'.00W
G	-	37°41'.00N, 46°40'.00W	P	-	48°00'.00N, 38°28'.00W
H	-	38°00'.00N, 45°33'.00W	Q	-	50°00'.00N, 39°07'.00W
I	-	39°05'.00N, 43°00'.00W	R	-	51°25'.00N, 39°45'.00W.

.5 *Managing and operating* means maintaining, administering and operating the Ice Patrol, including the dissemination of information received therefrom.

.6 *Contributing Government* means a Contracting Government undertaking to contribute to the costs of the ice patrol service pursuant to these Rules.

2 Each Contracting Government specially interested in these services whose ships pass through the region of icebergs during the ice season undertakes to contribute to the Government of the United States its proportionate share of the costs for the management and operation of the ice patrol service. The contribution to the Government of the United States shall be based on the ratio which the total gross tonnage of that contributing Government's ships passing through the region of icebergs guarded by the Ice Patrol during the previous three ice seasons bears to the combined total gross tonnage of all ships of all Contracting Governments' ships that passed through the region of icebergs guarded by the Ice Patrol during the previous three ice seasons. This ratio shall be computed annually, and shall be expressed in terms of a lump sum per-annum contribution.

3 All contributions shall be based on the ratio of the average actual annual cost incurred by the Governments of the United States and Canada of managing and operating ice patrol services during the previous three years to the average annual gross tonnage passing through the region of icebergs guarded by the Ice Patrol during the same three years.

4 Each of the contributing Governments has the right to alter or discontinue its contribution, and other interested Governments may undertake to contribute to the expense. The contributing Government which avails itself of this right will continue to be responsible for its current contribution up to 1 September following the date of giving notice of intention to alter or discontinue its contribution. To take advantage of the said right it must give notice to the managing Government at least six months before the said 1 September.

5 Each contributing Government shall notify the Secretary-General of its undertaking pursuant to paragraph 2, who shall notify all Contracting Governments.

6 The Government of the United States shall furnish annually to each contributing Government a statement of the total cost incurred by the Governments of the United States and Canada of managing and operating the Ice Patrol for that year and of the average percentage share for the past three years of each contributing Government.

7 The managing government shall publish annual accounts including a statement of costs incurred by the governments providing the services for the past three years and the total gross tonnage using the service for the past three years. The accounts shall be publicly available. Within three months after having received the cost statement, contributing Governments may request more detailed information regarding the costs incurred in managing and operating the Ice Patrol.

8 As between the Parties to the Agreement regarding Financial Support for the North Atlantic Ice Patrol, done at Washington, January 4, 1956, the Agreement shall terminate on the date these Rules enter into force, and the Parties to the Agreement shall then be deemed to be contributing Governments under these Rules. These Rules shall be operative beginning with the ice season of 2002.]

ANNEX 10**DRAFT AMENDMENTS TO THE APPENDIX TO THE ANNEX TO
THE 1974 SOLAS CONVENTION****APPENDIX****CERTIFICATES****Record of Equipment for the Passenger Ship Safety Certificate (Form P)**

1 Existing sections 5 and 6 and related footnotes are deleted and a new section 5 is inserted as follows:

“5 Details of navigational systems and equipment

Item	Actual provision
1 Standard magnetic compass*
2 Pelorus or compass bearing device*
3 Means of correcting heading and bearings
4 Nautical charts/ECDIS
5 Nautical publications
6 Back up arrangements for ECDIS
7 Back up arrangements for electronic nautical publications
8 Receiver for a global navigation satellite system or a terrestrial radionavigation system*
9 Radar reflector*
10 Sound reception system*
11 Telephone to emergency steering position*
12 Spare magnetic compass*
13 Signal lamp*
14 Echo sounding device*
15 9 GHz radar*
16 Electronic plotting aid*
17 Speed and distance measuring device (through the water)*
18 Properly adjusted transmitting heading device (THD)*
19 Automatic identification system (AIS)
20 Gyro compass*
21 Gyro compass heading repeater*
22 Gyro compass bearing repeater*

* Alternative means of meeting this requirement are permitted under SOLAS chapter V.

Item		Actual provision
23	Rudder, propeller, thrust, pitch and operational mode indicators*	.....
24	Automatic tracking aid*	.....
25	Second radar (3 GHz or 9 GHz, if allowed)*	.....
26	Second automatic tracking aid*	.....
27	Automatic radar plotting aid*	.....
28	Heading and track control system*	.....
29	Rate of turn indicator*	.....
30	Speed and distance measuring device (over the ground in the forward and athwartship direction)*	.....
31	Voyage data recorder (VDR)	.....
32	International Code of Signals	.....

”

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

2 Existing section 3 and related footnote are deleted and a new section 3 is inserted as follows:

“3 Details of navigational systems and equipment

Item		Actual provision
1	Standard magnetic compass *	.....
2	Pelorus or compass bearing device*	.....
3	Means of correcting heading and bearings	.....
4	Nautical charts/ECDIS	.....
5	Nautical publications	.....
6	Back up arrangements for ECDIS	.....
7	Back up arrangements for electronic nautical publications	.....
8	Receiver for a global navigation satellite system or a terrestrial radionavigation system*	.....
9	Radar reflector*	.....
10	Sound reception system*	.....
11	Telephone to emergency steering position*	.....
12	Spare magnetic compass*	.....
13	Signal lamp*	.....
14	Echo sounding device*	.....

* Alternative means of meeting this requirement are permitted under SOLAS chapter V.

Item		Actual provision
15	9 GHz radar*	.....
16	Electronic plotting aid*	.....
17	Speed and distance measuring device (through the water)*	.....
18	Properly adjusted transmitting heading device (THD)*	.....
19	Automatic identification system (AIS)	.....
20	Gyro compass*	.....
21	Gyro compass heading repeater*	.....
22	Gyro compass bearing repeater*	.....
23	Rudder, propeller, thrust, pitch and operational mode indicators*	.....
24	Automatic tracking aid*	.....
25	Second radar (3 GHz or 9 GHz, if allowed)*	.....
26	Second automatic tracking aid*	.....
27	Automatic radar plotting aid*	.....
28	Heading and track control system*	.....
29	Rate of turn indicator*	.....
30	Speed and distance measuring device (over the ground in the forward and athwartship direction)*	.....
31	Voyage data recorder (VDR)	.....
32	International Code of Signals	.....

”

ANNEX 11**DRAFT AMENDMENTS TO THE APPENDIX TO THE ANNEX TO THE
1988 SOLAS PROTOCOL****APPENDIX****MODIFICATIONS AND ADDITIONS TO THE APPENDIX TO THE
ANNEX TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974****Record of Equipment for the Passenger Ship Safety Certificate (Form P)**

1 Existing sections 5 and 6 and related footnotes are deleted and a new section 5 is inserted as follows:

“5 Details of navigational systems and equipment

Item		Actual provision
1	Standard magnetic compass*	.....
2	Pelorus or compass bearing device*	.....
3	Means of correcting heading and bearings	.....
4	Nautical charts/ECDIS	.....
5	Nautical publications	.....
6	Back up arrangements for ECDIS	.....
7	Back up arrangements for electronic nautical publications	.....
8	Receiver for a global navigation satellite system or a terrestrial radionavigation system*	.....
9	Radar reflector*	.....
10	Sound reception system*	.....
11	Telephone to emergency steering position*	.....
12	Spare magnetic compass*	.....
13	Signal lamp*	.....
14	Echo sounding device*	.....
15	9 GHz radar*	.....
16	Electronic plotting aid*	.....
17	Speed and distance measuring device (through the water)*	.....
18	Properly adjusted transmitting heading device (THD)*	.....
19	Automatic identification system (AIS)	.....

* Alternative means of meeting this requirement are permitted under SOLAS chapter V.

Item		Actual provision
20	Gyro compass*	.....
21	Gyro compass heading repeater*	.....
22	Gyro compass bearing repeater*	.....
23	Rudder, propeller, thrust, pitch and operational mode indicators*	.....
24	Automatic tracking aid*	.....
25	Second radar (3GHz or 9GHz, if allowed)*	.....
26	Second automatic tracking aid*	.....
27	Automatic radar plotting aid*	.....
28	Heading and track control system*	.....
29	Rate of turn indicator*	.....
30	Speed and distance measuring device (over the ground in the forward and athwartship direction)*	.....
31	Voyage data recorder (VDR)	.....
32	International Code of Signals	.....

33

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

2 Existing section 3 and related footnote are deleted and a new section 3 is inserted as follows:

“3 Details of navigational systems and equipment

Item		Actual provision
1	Standard magnetic compass*	.....
2	Pelorus or compass bearing device*	.....
3	Means of correcting heading and bearings	.....
4	Nautical charts/ECDIS	.....
5	Nautical publications	.....
6	Back up arrangements for ECDIS	.....
7	Back up arrangements for electronic nautical publications	.....
8	Receiver for a global navigation satellite system or a terrestrial radionavigation system*	.....
9	Radar reflector*	.....
10	Sound reception system*	.....

* Alternative means of meeting this requirement are permitted under SOLAS chapter V.

Item	Actual provision
11 Telephone to emergency steering position*
12 Spare magnetic compass*
13 Signal lamp*
14 Echo sounding device*
15 9 GHz radar*
16 Electronic plotting aid*
17 Speed and distance measuring device (through the water)*
18 Properly adjusted transmitting heading device (THD)*
19 Automatic identification system (AIS)
20 Gyro compass*
21 Gyro compass heading repeater*
22 Gyro compass bearing repeater*
23 Rudder, propeller, thrust, pitch and operational mode indicators*
24 Automatic tracking aid*
25 Second radar (3GHz or 9GHz, if allowed)*
26 Second automatic tracking aid*
27 Automatic radar plotting aid*
28 Heading and track control system*
29 Rate of turn indicator*
30 Speed and distance measuring device (over the ground in the forward and athwartship direction)*
31 Voyage data recorder (VDR)
32 International Code of Signals

”

Record of Equipment for the Cargo Ship Safety Certificate (Form C)

3 Existing sections 5 and 6 and related footnotes are deleted and a new section 5 is inserted as follows:

“5 Details of navigational systems and equipment

Item	Actual provision
1 Standard magnetic compass*
2 Pelorus or compass bearing device*
3 Means of correcting heading and bearings
4 Nautical charts/ECDIS
5 Nautical publications
6 Back up arrangements for ECDIS
7 Back up arrangements for electronic nautical publications
8 Receiver for a global navigation satellite system or a terrestrial radionavigation system*
9 Radar reflector*
10 Sound reception system*
11 Telephone to emergency steering position*
12 Spare magnetic compass*
13 Signal lamp*
14 Echo sounding device*
15 9 GHz radar*
16 Electronic plotting aid*
17 Speed and distance measuring device (through the water)*
18 Properly adjusted transmitting heading device (THD)*
19 Automatic identification system (AIS)
20 Gyro compass*
21 Gyro compass heading repeater*
22 Gyro compass bearing repeater*
23 Rudder, propeller, thrust, pitch and operational mode indicators*
24 Automatic tracking aid*
25 Second radar (3GHz or 9GHz, if allowed)*

* Alternative means of meeting this requirement are permitted under SOLAS chapter V.

Item		Actual provision
26	Second automatic tracking aid*	.....
27	Automatic radar plotting aid*	.....
28	Heading and track control system*	.....
29	Rate of turn indicator*	.....
30	Speed and distance measuring device (over the ground in the forward and athwartship direction)*	.....
31	Voyage data recorder (VDR)	.....
32	International Code of Signals	.....

”

ANNEX 12

**RESOLUTION MSC.94(72)
(adopted on 22 May 2000)**

**PERFORMANCE STANDARDS FOR NIGHT VISION EQUIPMENT FOR
HIGH-SPEED CRAFT (HSC)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.886(21), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

RECALLING FURTHER the provisions of Chapter X of the International Convention for the Safety of Life at Sea, 1974, as amended, by which the International Code of Safety for High Speed Craft (HSC Code) was made mandatory since 1 January 1996, under which the fitting of night vision equipment, as part of the navigational equipment on board HSC, is required,

RECOGNIZING that the use of night vision equipment on board HSC will improve the ship's safety when navigating at night and that the navigational information provided by this equipment constitutes a useful addition to that provided by radar equipment,

BEARING IN MIND the obligation for type approval of night vision equipment according to the HSC Code,

HAVING CONSIDERED the recommendation made by the Sub-Committee on Safety of Navigation at its forty-fifth session,

1. ADOPTS the Recommendation on Performance Standards for Night Vision Equipment for High-Speed Craft, set out in the Annex to the present resolution;
2. RECOMMENDS Governments to ensure that night vision equipment installed in compliance with the HSC Code on or after 1 July 2002 conform to performance standards not inferior to those specified in the annex to the present resolution.

ANNEX

RECOMMENDATION ON PERFORMANCE STANDARDS FOR NIGHT VISION EQUIPMENT FOR HIGH-SPEED CRAFT (HSC)

1 OBJECTIVES OF NIGHT VISION EQUIPMENT FOR HIGH-SPEED CRAFT

Night vision equipment facilitates the detection at night of hazards to navigation above the water surface, thus providing essential information to the navigator for collision avoidance and safe navigation of High-Speed Craft. Typical hazards to HSC include, for example, small unlit boats, floating logs, oil drums, containers, buoys, ice, hazardous waves and whales.

2 APPLICATION

These performance standards should be applied to night vision equipment, which is required for HSC pursuant to Chapter 13, of the International Code of Safety for High-Speed Craft (HSC Code).

3 RELATED REQUIREMENTS INVOLVED

The following standards should be additionally applied, as far as applicable:

- Resolution A.694 (17) on General Requirements for Shipborne Radio Equipment forming Part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids;
- IEC Publication 447 "Man-Machine Interface (MMI) - Actuating Principles";
- IEC Publication 60945 "Maritime Navigation and Radiocommunication Equipment and Systems -General Requirements, Methods of Testing and Required Test Results";
- IEC Publication 61162 "Maritime Navigation and Radiocommunication Equipment and Systems - Digital Interfaces"; and
- ISO/IEC Publication 9126 "Information Technology, Software Product Evaluation, Quality Characteristics and Guidelines for their Use"

4 DEFINITIONS

"Night vision equipment" means any technical means enabling the position and aspect of objects above the water surface relative to one's own craft to be detected at night.

"High-Speed craft" means any craft to which the definition in chapter 1 of the HSC Code applies.

"Standard test target" means a target that simulates the real hazard of a surface object that can be found at sea such as, small unlit boats, floating logs, oil drums, containers, buoys, ice, hazardous waves and whales.

5 FUNCTIONAL REQUIREMENTS

5.1 Required functions and their availability

At night, night vision equipment should be capable of detecting objects above the water surface within a certain distance from one's own craft, and of displaying the information pictorially in real time, to assist in collision avoidance and safe navigation.

5.2 Reliability, accuracy and discrimination

5.2.1 Continuous operation

Night vision equipment on board HSC, while navigating at sea, should be capable of continuous operation from after sunset until before sunrise. After the equipment has been switched on it should be operational in less than 15 min.

5.2.2 Standard test target

The standard test target should be a black metal target of such a size that when at least 50% is immersed, 1.5 m long x 0.5 m high remains above the water at right angles to the desired direction of detection. Administrations may use other smaller targets to reflect local conditions.

5.2.3 Detection range

With the required field of view, the equipment should detect the standard test target at a distance of not less than 600 m with a minimum probability of 90%, when the target has been immersed in the sea for at least 24 hours under mean starlight conditions without clouds and without moon.

5.2.4 Field of view

The required horizontal field of view should be at least 20°, 10° on either side of the bow. The vertical field of view should be at least 12° and should be sufficient to enable the equipment to fulfil the performance requirements of this standard as well as being able to see the horizon.

Optionally other fields of view may be provided. Their selection should be made with a non locking switch, which returns to the required field of view when released.

5.2.5 Pan and tilt ranges of the fields of view

The axis of the field of view of the equipment should be capable of being moved at least 20° horizontally to either side.

The elevation axis of the field of view should be capable of being adjusted by at least 10° to compensate for the trim of the craft.

5.2.6 Speeds of panning of the fields of view

By activation of a single control element, the axis of the field of view should be capable of being returned automatically to the ahead position at a minimum angular speed of 30°/s. The system should be capable of panning at a minimum angular speed of 30°/s

5.2.7 Heading indication

When inside the field of view, the heading marker of the craft should be indicated on the display with an error not greater than $\pm 1^\circ$.

When outside the field of view, a visual indication of relative bearing with an error of not greater than $\pm 1^\circ$ should be provided.

5.2.8 Roll or pitch

The performance of the night vision equipment should be such that when the craft is rolling and/or pitching up to $\pm 10^\circ$, the performance requirements in this standard should be complied with.

5.2.9 Clear view

Arrangement should be provided to ensure efficient cleaning of the sensor head/lens from the operating position. Administrations may require some additional facilities such as de-icing.

5.2.10 Optical interference

Measures should be taken, to ensure that objects commonly encountered at sea and in ports should not be displayed less clearly on the monitor of the night vision equipment because of dazzle effects, reflection, blooming, or any other effects due to the surroundings.

5.3 Malfunctions, alarms and indications

The night vision equipment should include a visual indication of any failure.

5.4 Software requirements

5.4.1 The operational characteristics of the software should meet the following requirements, in particular:

- .1 self-description of the functions implemented by means of software;
- .2 display of user interface status; and
- .3 software protection against unauthorized changes.

5.4.2 If certain functions of night vision equipment are implemented using software, such software should meet the applicable requirements of international standards*.

6 ERGONOMIC REQUIREMENTS

6.1 General

The night vision equipment should be designed in accordance with sound ergonomic principles.

* Refer to IEC Publication 60945

6.2 Operational controls

- 6.2.1 The number of operational controls should be limited to the minimum required for operation.
- 6.2.2 Double functions of operational controls should be avoided.
- 6.2.3 The functions of the individual operational controls should be clearly labelled.
- 6.2.4 The functions of night vision equipment should be activated directly through the operational controls; menu-driven controls should be avoided.
- 6.2.5 The operational controls should be clearly identifiable in the dark. If illumination is used, the brightness should be adjustable.
- 6.2.6 The operational controls of night vision equipment should meet the requirements of resolution A.694(17), as well as applicable requirements of international standards.*

6.3 Presentation of information

- 6.3.1 The status of operation of the equipment should be continuously displayed.
- 6.3.2 The display should be non-dazzling and non-flickering. The display should be capable of displaying an image of at least 180 mm diagonal.
- 6.3.3 The selected field of view, if more than one is provided (see paragraph 5.2.4), should be continuously indicated at the operating position.

7 DESIGN AND INSTALLATION

7.1 Durability and resistance to environmental conditions

Night vision equipment should withstand the environmental conditions specified in resolution A.694(17) and in the applicable international standards.*

7.2 Interference

With respect to electrical and electromagnetic interference, night vision equipment should meet the requirements of resolution A.694(17) and the applicable international standards.**

7.3 Power supply

The power supply of night vision equipment should meet the requirements of resolution A.694(17) and the applicable international standards.**

7.4 Installation

- 7.4.1 Full installation instructions to meet the requirements of paragraphs 7.4.2 to 7.4.6 should be included in the documentation (see section 12).

* Refer to IEC Publication 447

** Refer to IEC Publication 60945

7.4.2 The controls of night vision equipment should be installed in the workstation for navigating and manoeuvring, within easy reach of the navigator.

7.4.3 The observation distance from a dedicated display should not exceed 2.3 times the image diagonal.

7.4.4 The sensor of the night vision equipment should be installed in such a way that:

- .1 the horizontal panning area required in paragraph 5.2.5 is free of blind sectors up to 30° on either side; and
- .2 in the required field of view, in the direction right ahead, visibility of the water surface for the vertically tilted sensor is not reduced by more than two craft's lengths by the blind angle of own craft.

7.4.5 Night vision equipment should be installed in such a way that its operation and detection functions are not impaired by head wind and/or true wind up to 100 knots and roll and/or pitch angles up to $\pm 10^\circ$.

7.4.6 Its performance should not be impaired by vibration occurring during normal craft's operation.

7.5 Maintenance

With respect to maintenance, night vision equipment should meet the requirements of resolution A.694(17) and the applicable international standards*. Where the manufacturer requires maintenance at specific periods, an operating hours meter should be provided.

8 INTERFACING

Interfaces with other radio and navigation equipment should meet applicable international marine interface standards**. A recognized international video output standard for image recording should be provided.

9 BACK-UP AND FALL-BACK ARRANGEMENTS

In the event of failure of the pan-tilt device, the sensor should be capable of being fixed in the ahead position while underway.

10 SAFETY PRECAUTIONS

The safety features of night vision equipment should meet the requirements of resolution A.694(17) and the applicable international standards.*

* Refer to IEC Publication 60945

** Refer to IEC Publication 61162

11 MARKING AND IDENTIFICATION

Night vision equipment should be marked in accordance with the requirements of resolution A.694(17) and the applicable international standards.*

12 DOCUMENTATION

Night vision equipment should be delivered complete with its technical documentation. Such documentation should include the following information, if applicable:

General information:

- manufacturer;
- type designation;
- general description of equipment; and
- ancillary equipment and description;

Instructions for installation:

- general installation instructions;
- power supply (voltage, power consumption, frequency) and earthing information.

Operation of equipment:

- description of functions, controls, display;
- description of start-up procedures;
- calibration of equipment and error messages;
- testing capabilities of equipment;
- description of software used and interfaces.

Troubleshooting; maintenance and service:

- special tools required, maintenance material and spare parts (e.g. fuses, spare bulbs);
- equipment care and maintenance on board HSC;
- available services.

Documentation for night vision equipment should also meet the requirements of resolution A.694(17) and the applicable international standards.*

* Refer to IEC Publication 60945

ANNEX 13

RESOLUTION MSC.95(72) (adopted on 22 May 2000)

PERFORMANCE STANDARDS FOR DAYLIGHT SIGNALLING LAMPS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of Committee,

RECALLING ALSO resolution A.886(21), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

RECALLING FURTHER the provisions of chapter V of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, chapter 13 of the International Code of Safety for High-Speed Craft (HSC Code), in force, and chapter X of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977,

RECOGNIZING that, for safety reasons, daylight signalling lamps are necessary on board for signalling in different situations, e.g. according to COLREGs, the IAMSAR Manual and the International Code of Signals,

BEARING IN MIND the obligation for type approval of daylight signalling lamps according to the HSC Code, the 1993 Torremolinos Protocol and SOLAS, to ensure operational reliability and suitability and to ensure a common level of safety,

HAVING CONSIDERED the recommendation made by the Sub-Committee on Safety of Navigation at its forty-fifth session,

1. ADOPTS the Recommendation on Performance Standards for Daylight Signalling Lamps, set out in the Annex to the present resolution;
2. RECOMMENDS Governments to ensure that daylight signalling lamps fitted in compliance with relevant international instruments in force on or after 1 July 2002 conform to performance standards not inferior to those specified in the annex to the present resolution.

ANNEX

RECOMMENDATION ON PERFORMANCE STANDARDS FOR DAYLIGHT SIGNALLING LAMPS

1 OBJECTIVES OF DAYLIGHT SIGNALLING LAMPS FOR CRAFTS

Daylight signalling lamps should be suitable for conveying information between ships, or between ship and shore, by means of light signals, both by day and by night.

2 APPLICATION

These performance standards should be applied to daylight signalling lamps, which are required for certain ships pursuant to chapter V of the International Convention for the Safety of Life at Sea, 1974, as amended, and chapter 8 of the International Code of Safety for High-Speed Craft, in force.

3 RELATED REQUIREMENTS INVOLVED

The following standards should be additionally applied, as far as applicable:

- Resolution A.694(17) on General Requirements for Shipborne Radio Equipment forming Part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids;
- Resolution A.813(19) on General Requirements for Electromagnetic Compatibility (EMC) for all Electrical and Electronic Ship's Equipment;
- IEC Publication 60945 "Maritime Navigation and Radiocommunication Equipment and Systems-General Requirements, Methods of Testing and Required Test Results"; and
- CIE Publication No. 2.2 "Colors of Light Signals".

4 DEFINITIONS

"Daylight signalling lamps" means lamps suitable for transmitting white light signals to an observer by focused light beams which may be fixed or portable.

"Switch-on time" means the period of time required for reaching 95% of the required luminous intensity after the daylight signalling lamp has been switched on.

"Switch-off time" means the period of time required for luminous intensity to decrease to 5% of the required luminous intensity after the daylight signalling lamp has been switched off.

5 FUNCTIONAL REQUIREMENTS

5.1 Required functions and their availability

Daylight signalling lamps should be suitable for giving light signals, which can be clearly distinguished visually as separate signals by an observer.

5.2 Reliability, accuracy and discrimination

5.2.1 By day and with an atmospheric transmission of 0.8, the visibility of light signals emitted by daylight signalling lamps should be at least 2 nautical miles, equalling a required luminous intensity of 60,000 cd.

5.2.2 The axial luminous intensity of daylight signalling lamps should reach at least 90% of the maximum luminous intensity.

5.2.3 The luminous intensity of daylight signalling lamps should have its maximum in the centre of the luminous intensity distribution. It should decrease evenly from the centre of luminous intensity distribution.

5.2.4 The half angle of divergence a_h should not exceed 9° , the tenth angle of divergence a_z should not exceed 14° .

5.2.5 The chromaticity of the white signal light should lie within the following corner co-ordinates of the diagram specified by the International Commission on Illumination (CIE) in CIE Publication No. 2.2:

x	0.525	0.525	0.452	0.310	0.310	0.443
y	0.382	0.440	0.440	0.348	0.283	0.382

5.2.6 The effective light emission sectors of daylight signalling lamps should be circular. The sum of switch-on and switch-off times should not exceed 500 ms.

5.3 Malfunctions, warnings, alarms and indications

Daylight signalling lamps should be provided with an indication of their operational status.

6 OPERATIONAL REQUIREMENTS

6.1 Ergonomy

Daylight signalling lamps and any battery required for operation should be designed in such a way that safe handling in the intended application is ensured. The daylight signalling lamp should be capable of being operated by personnel wearing gloves.

6.2 Operational controls

The operational controls of daylight signalling lamps should meet the requirements of resolution A.694(17) and the applicable international standards.*

7 DESIGN AND INSTALLATION

7.1 Durability and resistance to environmental conditions

7.1.1 The illuminant should be safely fitted in the daylight signalling lamp; use of screwed sockets should be avoided.

7.1.2 Daylight signalling lamps should be designed in such a way that the illuminant can be easily replaced also in the dark.

7.1.3 The sighting mechanism should be mounted in a fixed attitude, parallel to the optical axis.

7.1.4 All parts of daylight signalling lamps should be made of anti-magnetic material.

7.1.5 Daylight signalling lamps should be so constructed that the accumulation of condensed water is avoided.

7.1.6 The materials used should withstand heat generation during operation.

7.1.7 With respect to durability and resistance to environmental conditions, daylight signalling lamps should meet the requirements specified in resolution A.694(17) and in the applicable international standards.*

7.2 Interference

With respect to electrical and electromagnetic interference daylight signalling lamps should meet the requirements of resolutions A.694(17) and A.813(19) and the applicable international standards.*

7.3 Power supply

7.3.1 Daylight signalling lamps should not be solely dependent upon the ship's main or emergency sources of electrical energy.

7.3.2 Daylight signalling lamps should be provided with a portable battery with a complete weight of not more than 7.5 kg.

7.3.3 The portable battery should have sufficient capacity to operate the daylight signalling lamp for a period of not less than 2 h.

7.3.4 The power supply of daylight signalling lamps should meet the requirements of resolution A.694(17) and the applicable international standards.*

* Refer to IEC Publication 60945

7.4 Maintenance

With respect to maintenance, daylight signalling lamps should meet the requirements of resolution A.694(17) and the applicable international standards.*

8 BACK-UP AND FALL-BACK ARRANGEMENTS

Each daylight signalling lamp should be provided with at least three spare illuminants complying with the type-tested illuminant.

9 SAFETY PRECAUTIONS

The outer parts of daylight signalling lamps should not reach temperatures during operation which restrict their manual use. Additionally, daylight signalling lamps should meet the safety requirements of resolution A.694(17) and the applicable international standards.*

10 MARKING AND IDENTIFICATION

10.1 Daylight signalling lamps should be marked clearly and durably with the following data:

- .1 identification of the manufacturer;
- .2 equipment type number or model identification under which it was type tested; and
- .3 serial number of the unit.

10.2 On the illuminant, the manufacturer's label and the voltage and power consumption should be marked clearly and durably.

10.3 Daylight signalling lamps should further be marked to meet the requirements of resolution A.694(17) and the applicable international standards.*

11 DOCUMENTATION

Daylight signalling lamps should be delivered complete with their technical documentation. Such documentation should include the following information, if applicable:

General information:

- manufacturer;
- type designation;
- general description of the equipment; and
- ancillary equipment and description.

Instructions for operation of equipment:

- general information on mains connection;
- power supply data (voltage, power consumption);
- description of start-up procedures; and
- description of ways of checking the parallel adjustment of sighting mechanism and luminous intensity axis.

* Refer to IEC Publication 60945

Troubleshooting; maintenance and service :

- description of illuminant replacement;
- description of adjustment of sighting mechanism;
- special tools required, maintenance material and spare parts (e.g. spare illuminants, fuses, mirrors and covers);
- equipment care and maintenance on board; and
- available services.

Documentation for daylight signalling lamps should meet the requirements of resolution A.694(17) and the applicable international standards.*

* Refer to IEC Publication 60945

ANNEX 14

**RESOLUTION MSC.96(72)
(adopted on 22 May 2000)**

**ADOPTION OF AMENDMENTS TO PERFORMANCE STANDARDS FOR DEVICES
TO MEASURE AND INDICATE SPEED AND DISTANCE (RESOLUTION A.824(19))**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.886(21), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

HAVING CONSIDERED amendments to the existing performance standards for devices to indicate speed and distance adopted by the Assembly by resolution A.824(19) - Performance Standards for Devices to Indicate Speed and Distance, as prepared by the forty-fifth session of the Sub-Committee on Safety of Navigation,

1. ADOPTS the recommended amendments to resolution A.824(19) on Recommendation on Performance Standards for Devices to Indicate Speed and Distance, set out in the Annex to the present resolution;
2. RECOMMENDS Member Governments to ensure that:
 - (a) devices to measure and indicate speed and distance installed on or after 1 July 2002 conform to performance standards not inferior to those set out in the Annex to the present resolution;
 - (b) devices to indicate speed and distance installed on and after 1 January 1997 but before 1 July 2002 conform at least to the performance standards set out in resolution A.824(19).

ANNEX

AMENDMENTS TO RESOLUTION A.824(19) ON PERFORMANCE STANDARDS FOR DEVICES TO INDICATE SPEED AND DISTANCE

The existing text of the Annex is replaced by the following:

“ANNEX

RECOMMENDATION ON PERFORMANCE STANDARDS FOR DEVICES TO MEASURE AND INDICATE SPEED AND DISTANCE

1 INTRODUCTION

1.1 Devices to measure and indicate speed and distance are intended for general navigational and ship manoeuvring use. The minimum requirement is to provide information on the distance run and the forward speed of the ship through the water or over the ground. Additional information on ship's motions other than in the forward axis may be provided. The equipment should comply fully with its performance standard at forward speeds up to the maximum speed of the ship. Devices measuring speed and distance through the water should meet the performance standard in water of depth greater than 3 m beneath the keel. Devices measuring speed and distance over the ground should meet the performance standard in water of depth greater than 2 m beneath the keel.

1.2 Radar plotting aids/track control equipment require a device capable of providing speed through the water in the fore and aft direction.

1.3 In addition to the general requirements in resolution A.694(17), devices to measure and indicate speed and distance should comply with the following minimum performance requirements.

2 METHODS OF PRESENTATION

2.1 Speed information may be presented in either analogue or digital form. Where a digital display is used, its incremental steps should not exceed 0.1 knots. Analogue displays should be graduated at least every 0.5 knots and be marked with figures at least every 5 knots. If the display can present the speed of the ship in other than the forward direction, the direction of movement should be indicated unambiguously.

2.2 Distance run information should be presented in digital form. The display should cover the range from 0 to not less than 9999.9 nautical miles and the incremental steps should not exceed 0.1 nautical miles. Where practicable, means should be provided for resetting a readout to zero.

2.3 The display should be easily readable by day and by night.

2.4 Means should be provided for transmitting measured speed and distance run information to other equipment fitted on board. In this regard:

- .1 the information on all speed and distance parameters, including direction should be transmitted in accordance with the relevant international marine interface standards*;
and
- .2 additionally, when the equipment is used for measuring forward speed, then the information may be transmitted using closing contacts and, if so, this should be in the form of one contact closure each 0.005 nautical miles run.

2.5 If equipment is capable of being operated in either the "speed through the water" or "speed over the ground" mode, mode selection and mode indication should be provided.

2.6 If the equipment has provision for indicating speeds other than on a single fore and aft direction, then both the forward and athwart speeds should be provided either through the water or over the ground. Resultant speed and direction information may be provided as a display selectable option. All such information should clearly indicate the direction, mode and validity status of the displayed information.

3 ACCURACY OF MEASUREMENT

3.1 Errors in the measured and indicated speed, when the ship is operating free from shallow water effect and from the effects of wind, sea bottom type, current and tide, should not exceed the following:

- .1 for a digital display - 2% of the speed of the ship, or 0.2 knots, whichever is greater;
- .2 for an analogue display – 2.5% of the speed of the ship, or 0.25 knots, whichever is greater; and
- .3 for output data transmission – 2% of the speed of the ship, or 0.2 knots, whichever is greater.

3.2 Errors in the indicated distance run, when the ship is operating free from shallow water effect and from the effects of wind, sea bottom type, current and tide, should not exceed 2% of the distance run by the ship in 1 h or 0.2 nautical miles in each hour, whichever is greater.

3.3 If the accuracy of devices to indicate speed and distance run can be affected in use by certain conditions (e.g. sea state and its effects, water temperature, salinity, sound velocity in water, depth of water under the keel, heel and trim of ship), details of possible effects should be included in the equipment handbook.

4 ROLL AND PITCH

The performance of the equipment should be such that it will meet the requirements of these standards when the ship is rolling up to $\pm 10^\circ$ and pitching up to $\pm 5^\circ$.

* Refer to IEC Publication 61162

5 CONSTRUCTION AND INSTALLATION

5.1 The system should be so designed that neither the method of attachment of parts of the equipment to the ship nor damage occurring to any part of the equipment which penetrates the hull could result in the ingress of water to the ship.

5.2 Where any part of the system is designed to extend from and retract into the hull of the ship, the design should ensure that it can be extended, operated normally and retracted at all speeds up to the maximum speed of the ship. Its extended and retracted positions should be clearly indicated at the display position.

ANNEX 15

DRAFT REVISED SOLAS CHAPTER II-2

CHAPTER II-2

CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

- 1 The existing text of chapter II-2 is replaced by the following:

“PART A - GENERAL

Regulation 1

Application

1 Application

- 1.1 Unless expressly provided otherwise, this chapter shall apply to ships constructed on or after [1 July 2002].
- 1.2 For the purpose of this chapter:
- .1 the expression *ships constructed* means ships the keels of which are laid or which are at a similar stage of construction;
 - .2 the expression *all ships* means ships, irrespective of type, constructed before, on or after [1 July 2002]; and
 - .3 a cargo ship, whenever built, which is converted to a passenger ship shall be treated as a passenger ship constructed on the date on which such a conversion commences.
- 1.3 For the purpose of this chapter, the expression *a similar stage of construction* means the stage at which:
- .1 construction identifiable with a specific ship begins; and
 - .2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

2 Applicable requirements to existing ships

- 2.1 Unless expressly provided otherwise, for ships constructed before [1 July 2002] the Administration shall ensure that the requirements which are applicable under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.13(57), MSC.22(59), MSC.24(60), MSC.27(61), MSC.31(63) and MSC.57(67), are complied with.

2.2 Ships constructed before [1 July 2002] shall also comply with:

- .1 paragraphs 3, 6.5 and 6.7 below, regulations 13.3.4.2 to 13.3.4.5, 13.4.3 and Part E, except regulations 16.3.2.2 and 16.3.2.3 thereof, as appropriate;
- .2 regulations 10.4.1.3 and 10.6.4 for new installations only; and
- .3 regulation 10.5.6 not later than [1 October 2005] for passenger ships of 2,000 gross tonnage and above.

3 Repairs, alterations, modifications and outfitting

3.1 All ships which undergo repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to these ships. Such ships, if constructed before [1 July 2002], shall, as a rule, comply with the requirements for ships constructed on or after that date to at least the same extent as they did before undergoing such repairs, alterations, modifications or outfitting.

3.2 Repairs, alterations and modifications which substantially alter the dimensions of a ship or the passenger accommodation spaces, or substantially increase a ship's service life and outfitting related thereto shall meet the requirements for ships constructed on or after [1 July 2002] in so far as the Administration deems reasonable and practicable.

4 Exemptions

4.1 The Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this chapter unreasonable or unnecessary, exempt* from those requirements individual ships or classes of ships entitled to fly the flag of its State, provided that such ships, which, in the course of their voyage, do not sail at distances of more than 20 miles from the nearest land.

4.2 In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this chapter, may exempt such ships from those requirements, provided that they comply fully with the provisions of:

- .1 the rules annexed to the Special Trade Passenger Ships Agreement, 1971; and
- .2 the rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973.

5 Applicable requirements depending on ship type

Unless expressly provided otherwise:

- .1 requirements not referring to a specific ship type shall apply to ships of all types; and

* Refer to Port State concurrence with SOLAS exemptions (MSC/Circ.606).

- .2 requirements referring to "tankers" shall apply to tankers subject to the requirements specified in paragraph 6 below.

6 Application of requirements for tankers

6.1 Requirements for tankers in this chapter shall apply to tankers carrying crude oil or petroleum products having a flashpoint not exceeding 60°C (closed cup test), as determined by an approved flashpoint apparatus, and a Reid vapour pressure which is below the atmospheric pressure or other liquid products having a similar fire hazard.

6.2 Where liquid cargoes other than those referred to in paragraph 6.1 or liquefied gases which introduce additional fire hazards are intended to be carried, additional safety measures shall be required, having due regard to the provisions of the International Bulk Chemical Code, as defined in regulation VII/8.1, the Bulk Chemical Code, the International Gas Carrier Code, as defined in regulation VII/11.1, and the Gas Carrier Code, as appropriate. A liquid cargo with a flashpoint of less than 60°C for which a regular foam fire-fighting system complying with the Fire Safety Systems Code is not effective, is considered to be a cargo introducing additional fire hazards in this context. The following additional measures are required:

- .1 the foam shall be of alcohol resistant type;
- .2 the type of foam concentrates for use in chemical tankers shall be to the satisfaction of the Administration taking into account the guidelines developed by the Organization; *
- .3 the capacity and application rates of the foam extinguishing system shall comply with chapter 11 of the International Bulk Chemical Code, except that lower application rates may be accepted based on performance tests. For tankers fitted with inert gas systems, a quantity of foam concentrate sufficient for 20 min of foam generation may be accepted; **
- .4 for the purpose of this regulation, a liquid cargo with a vapour pressure greater than 1.013 bar absolute at 37.8°C is considered to be a cargo introducing additional fire hazards. Ships carrying such substances shall comply with paragraph 15.14 of the IBC Code. When ships operate in restricted areas and at restricted times, the Administration concerned may agree to waive the requirements for refrigeration systems in accordance with paragraph 15.14.3 of the International Bulk Chemical Code.

6.3 Liquid cargoes with a flashpoint exceeding 60°C other than oil products or liquid cargoes subject to the requirements of the International Bulk Chemical Code are considered to constitute a low fire risk, not requiring the protection of a fixed foam extinguishing system.

* Refer to the Guidelines for performance and testing criteria and surveys of expansion foam concentrates for fire-extinguishing systems for chemical tankers (MSC/Circ.799).

** Refer to the Information on flashpoint and recommended fire-fighting media for chemicals to which neither the IBC nor BCH Codes apply (MSC/Circ.553).

6.4 Tankers carrying petroleum products with a flashpoint exceeding 60°C (closed cup test), as determined by an approved flashpoint apparatus, shall comply with the requirements provided in regulations 10.2.1.4.4. and 10.10.2.3 and the requirements for cargo ships other than tankers, except that, in lieu of the fixed fire extinguishing system required in regulation 10.7, they shall be fitted with a fixed deck foam system which shall comply with the provisions of the Fire Safety Systems Code.

6.5 Combination carriers constructed before, on or after [1 July 2002] shall not carry cargoes other than oil unless all cargo spaces are empty of oil and gas-freed or unless the arrangements provided in each case have been approved by the Administration taking into account the guidelines developed by the Organization.*

6.6 Chemical tankers and gas carriers shall comply with the requirements for tankers, except where alternative and supplementary arrangements are provided to the satisfaction of the Administration, having due regard to the provisions of the International Bulk Chemical Code and the International Gas Carrier Code, as appropriate.

6.7 The requirements of regulations 4.5.10.1.1 and 4.5.10.1.4, and a system for continuous monitoring of the concentration of hydrocarbon gases shall be fitted on all tankers constructed before [1 July 2002] by the date of the first scheduled dry-docking after [1 July 2002], but not later than [1 July 2005]. Sampling points or detector heads shall be located in suitable positions in order that potentially dangerous leakages are readily detected. When the hydrocarbon gas concentration reaches a pre-set level which shall not be higher than 10% of the lower flammable limit, a continuous audible and visual alarm signal shall be automatically effected in the pump-room and cargo control room to alert personnel to the potential hazard. However, existing monitoring systems already fitted having a pre-set level not greater than 30% of the lower flammable limit may be accepted.

Regulation 2

Fire safety objectives and functional requirements

1 Fire safety objectives

1.1 The fire safety objectives of this chapter are to:

- .1 prevent the occurrence of fire and explosion;
- .2 reduce the risk to life caused by fire;
- .3 reduce the risk of damage caused by fire to the ship, its cargo and the environment;
- .4 contain, control and suppress fire and explosion in the compartment of origin; and
- .5 provide adequate and readily accessible means of escape for passengers and crew.

* Refer to the Guidelines for inert gas systems (MSC/Circ.353), as amended by MSC/Circ.387.

2 Functional requirements

2.1 In order to achieve the fire safety objectives set out in paragraph 1 above, the following functional requirements are embodied in the regulations of this chapter as appropriate:

- .1 division of the ship into main vertical and horizontal zones by thermal and structural boundaries;
- .2 separation of accommodation spaces from the remainder of the ship by thermal and structural boundaries;
- .3 restricted use of combustibile materials;
- .4 detection of any fire in the zone of origin;
- .5 containment and extinction of any fire in the space of origin;
- .6 protection of means of escape and access for fire-fighting;
- .7 ready availability of fire-extinguishing appliances; and
- .8 minimization of possibility of ignition of flammable cargo vapour.

3 Achievement of the fire safety objectives

The fire safety objectives set out in paragraph 1 above shall be achieved by ensuring compliance with the prescriptive requirements specified in Parts B, C, D, E or G of this chapter, or by alternative design and arrangements which comply with Part F of this chapter. A ship shall be considered to meet the functional requirements set out in paragraph 2 and to achieve the fire safety objectives set out in paragraph 1 when either:

- .1 the ship's designs and arrangements, as a whole, complies with the relevant prescriptive requirements in Parts B, C, D, E or G of this chapter;
- .2 the ship's designs and arrangements, as a whole, have been reviewed and approved in accordance with Part F of this chapter; or
- .3 part(s) of the ship's designs and arrangements have been reviewed and approved in accordance with Part F of this chapter and the remaining parts of the ship comply with the relevant prescriptive requirements in Parts B, C, D, E or G of this chapter.

Regulation 3

Definitions

For the purpose of this chapter, unless expressly provided otherwise, the following definitions shall apply:

1 *Accommodation spaces* are those spaces used for public spaces, corridors, lavatories, cabins, offices, hospitals, cinemas, game and hobby rooms, barber shops, pantries containing no cooking appliances and similar spaces;

2 *"A" class divisions* are those divisions formed by bulkheads and decks which comply with the following criteria:

- .1 they are constructed of steel or other equivalent material;
- .2 they are suitably stiffened;
- .3 they are insulated with approved non-combustible materials such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 180°C above the original temperature, within the time listed below:

class "A-60"	60 min
class "A-30"	30 min
class "A-15"	15 min
class "A-0"	0 min

- .4 they are constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test; and
- .5 the Administration has required a test of a prototype bulkhead or deck in accordance with the Fire Test Procedures Code to ensure that it meets the above requirements for integrity and temperature rise.

3 *Atriums* are public spaces within a single main vertical zone spanning three or more open decks.

4 *"B" class divisions* are those divisions formed by bulkheads, decks, ceilings or linings which comply with the following criteria:

- .1 they are constructed of approved non-combustible materials and all materials used in the construction and erection of "B" class divisions are non-combustible, with the exception that combustible veneers may be permitted provided they meet other appropriate requirements of this chapter;
- .2 they have an insulation value such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature at any one point, including any joint, rise more than 225°C above the original temperature, within the time listed below:

class "B-15"	15 min
class "B-0"	0 min

- .3 they are constructed as to be capable of preventing the passage of flame to the end of the first half hour of the standard fire test; and
- .4 the Administration has required a test of a prototype division in accordance with the Fire Test procedures Code to ensure that it meets the above requirements for integrity and temperature rise.

5 *Bulkhead deck* is the uppermost deck up to which the transverse watertight bulkheads are carried.

6 *Cargo area* is that part of the ship that contains cargo holds, cargo tanks, slop tanks and cargo pump-rooms including pump-rooms, cofferdams, ballast and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above-mentioned spaces.

7 *Cargo ship* is a ship as defined in regulation I/2 (g).

8 *Cargo spaces* are spaces used for cargo, cargo oil tanks, tanks for other liquid cargo and trunks to such spaces.

9 *Central control station* is a control station in which the following control and indicator functions are centralized:

- .1 fixed fire detection and fire alarm systems;
- .2 automatic sprinkler, fire detection and fire alarm systems;
- .3 fire door indicator panels;
- .4 fire door closure;
- .5 watertight door indicator panels;
- .6 watertight door closures;
- .7 ventilation fans;
- .8 general/fire alarms;
- .9 communication systems including telephones; and
- .10 microphones to public address systems.

10 *"C" class divisions* are divisions constructed of approved non-combustible materials. They need meet neither requirements relative to the passage of smoke and flame nor limitations relative to the temperature rise. Combustible veneers are permitted provided they meet the requirements of this chapter.

- 11 *Chemical tanker* is a cargo ship constructed or adapted and used for the carriage in bulk of any liquid product of a flammable nature listed in chapter 17 of the International Bulk Chemical Code, as defined in regulation VII/8.1 of this Convention
- 12 *Closed ro-ro spaces* are ro-ro spaces which are neither open ro-ro spaces nor weather decks.
- 13 *Closed vehicle spaces* are vehicle spaces which are neither open vehicle spaces nor weather decks.
- 14 *Combination carrier* is a cargo ship designed to carry both oil and solid cargoes in bulk.
- 15 *Combustible material* is any material other than a non-combustible material.
- 16 *Continuous "B" class ceilings or linings* are those "B" class ceilings or linings which terminate at an "A" or "B" class division.
- 17 *Continuously manned central control station* is a central control station which is continuously manned by a responsible member of the crew.
- 18 *Control stations* are those spaces in which the ship's radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized. Spaces where the fire recording or fire control equipment is centralized are also considered to be a *fire control station*.
- 19 *Crude oil* is any oil occurring naturally in the earth whether or not treated to render it suitable for transportation and includes crude oil where certain distillate fractions may have been removed from or added to.
- 20 *Dangerous goods* are those goods referred to in regulation VII/2 of this Convention.
- 21 *Deadweight* is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.
- 22 *Fire Safety Systems Code* means the International Code for Fire Safety Systems as adopted by the Maritime Safety Committee of the Organization by [resolution MSC...(73)], as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I thereof.
- 23 *Fire Test Procedures Code* means the International Code for Application of Fire Test Procedures as adopted by the Maritime Safety Committee of the Organization by resolution MSC.61(67), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I thereof.
- 24 *Flashpoint* is the temperature in degrees Celsius (closed cup test) at which a product will give off enough flammable vapour to be ignited, as determined by an approved flashpoint apparatus.

25 *Gas carrier* is a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other products of a flammable nature listed in chapter 19 of the International Gas Carrier Code, as defined in regulation VII/11.1 of this Convention.

26 *Helideck* is a purpose-built helicopter landing area located on a ship including all structure, fire-fighting appliances and other equipment necessary for the safe operation of helicopters.

27 *Helicopter facility* is a helideck including any refuelling and hangar facilities.

28 *Lightweight* is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, and passengers and crew and their effects.

29 *Low flame spread* means that the surface thus described will adequately restrict the spread of flame, this being determined in accordance with the Fire Test Procedures Code.

30 *Machinery spaces* are machinery spaces of category A and other spaces containing propulsion machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces.

31 *Machinery spaces of category A* are those spaces and trunks to such spaces which contain either:

- .1 internal combustion machinery used for main propulsion;
- .2 internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW; or
- .3 any oil-fired boiler or oil fuel unit, or any oil-fired equipment other than boilers, such as inert gas generators, incinerators, etc.

32 *Main vertical zones* are those sections into which the hull, superstructure and deckhouses are divided by "A" class divisions, the mean length and width of which on any deck does not in general exceed 40 m.

33 *Non-combustible material* is a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C, this being determined in accordance with the Fire Test Procedures Code.

34 *Oil fuel unit* is the equipment used for the preparation of oil fuel for delivery to an oil-fired boiler, or equipment used for the preparation for delivery of heated oil to an internal combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a pressure of more than 0.18 N/mm².

35 *Open ro-ro spaces* are those ro-ro spaces that are either open at both ends or have an opening at one end, and are provided with adequate natural ventilation effective over their entire length through permanent openings distributed in the side plating or deckhead or from above, having a total area of at least 10% of the total area of the space sides.

36 *Open vehicle spaces* are those vehicle spaces either open at both ends, or have an opening at one end and are provided with adequate natural ventilation effective over their entire length through permanent openings distributed in the side plating or deckhead or from above, having a total area of at least 10% of the total area of the space sides.

37 *Passenger ship* is a ship as defined in regulation I/2(f).

38 *Prescriptive requirements* means the construction characteristics, limiting dimensions, or fire safety systems specified in Parts B, C, D, E or G of this chapter.

39 *Public spaces* are those portions of the accommodation which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.

40 *Rooms containing furniture and furnishings of restricted fire risk*, for the purpose of regulation 9, are those rooms containing furniture and furnishings of restricted fire risk (whether cabins, public spaces, offices or other types of accommodation) in which:

- .1 case furniture such as desks, wardrobes, dressing tables, bureaux, dressers, are constructed entirely of approved non-combustible materials, except that a combustible veneer not exceeding 2 mm may be used on the working surface of such articles;
- .2 free-standing furniture such as chairs, sofas, tables, are constructed with frames of non-combustible materials;
- .3 draperies, curtains and other suspended textile materials have qualities of resistance to the propagation of flame not inferior to those of wool having a mass of mass 0.8 kg/m², this being determined in accordance with the Fire Test Procedures Code;
- .4 floor coverings have low flame spread characteristics;
- .5 exposed surfaces of bulkheads, linings and ceilings have low flame-spread characteristics;
- .6 upholstered furniture has qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code; and
- .7 bedding components have qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code.

41 *Ro-ro spaces* are spaces not normally subdivided in any way and normally extending to either a substantial length or the entire length of the ship in which motor vehicles with fuel in their tanks for their own propulsion and/or goods (packaged or in bulk, in or on rail or road cars, vehicles (including road or rail tankers), trailers, containers, pallets, demountable tanks or in or on similar stowage units or other receptacles) can be loaded and unloaded normally in a horizontal direction.

42 *Ro-ro passenger ship* means a passenger ship with ro-ro spaces or special category spaces.

43 *Steel or other equivalent material* means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test (e.g. aluminium alloy with appropriate insulation).

44 *Sauna* is a hot room with temperatures normally varying between 80°-120°C where the heat is provided by a hot surface (e.g. by an electrically-heated oven). The hot room may also include the space where the oven is located and adjacent bathrooms.

45 *Service spaces* are those spaces used for galleys, pantries containing cooking appliances, lockers, mail and specie rooms, storerooms, workshops other than those forming part of the machinery spaces, and similar spaces and trunks to such spaces.

46 *Special category spaces* are those enclosed vehicle spaces above and below the bulkhead deck, into and from which vehicles can be driven and to which passengers have access. Special category spaces may be accommodated on more than one deck provided that the total overall clear height for vehicles does not exceed 10 m.

47 *A standard fire test* is a test in which specimens of the relevant bulkheads or decks are exposed in a test furnace to temperatures corresponding approximately to the standard time-temperature curve in accordance with the test method specified in the Fire Test Procedures Code.

48 *Tanker* is a ship as defined in regulation I/2 (h).

49 *Vehicle spaces* are cargo spaces intended for carriage of motor vehicles with fuel in their tanks for their own propulsion.

50 *Weather deck* is a deck which is completely exposed to the weather from above and from at least two sides.

PART B - PREVENTION OF FIRE AND EXPLOSION

Regulation 4

Probability of ignition

1 Purpose

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met:

- .1 means shall be provided to control leaks of flammable liquids;
- .2 means shall be provided to limit the accumulation of flammable vapours;
- .3 the ignitability of combustible materials shall be restricted;
- .4 ignition sources shall be restricted;
- .5 ignition sources shall be separated from combustible materials and flammable liquids; and

- .6 the atmosphere in cargo tanks shall be maintained out of the explosive range.

2 Arrangements for oil fuel, lubrication oil and other flammable oils

2.1 Limitations in the use of oils as fuel

The following limitations shall apply to the use of oil as fuel:

- .1 Except as otherwise permitted by this paragraph, no oil fuel with a flashpoint of less than 60°C shall be used;*
- .2 In emergency generators oil fuel with a flashpoint of not less than 43°C may be used;
- .3 The use of oil fuel having a flashpoint of less than 60°C but not less than 43°C may be permitted (e.g., for feeding the emergency fire pump's engines and the auxiliary machines which are not located in the machinery spaces of category A) subject to the following:
 - .3.1 fuel oil tanks except those arranged in double bottom compartments shall be located outside of machinery spaces of category A;
 - .3.2 provisions for the measurement of oil temperature are provided on the suction pipe of the oil fuel pump;
 - .3.3 stop valves and/or cocks are provided on the inlet side and outlet side of the oil fuel strainers; and
 - .3.4 pipe joints of welded construction or of circular cone type or spherical type union joint are applied as much as possible,
- .4 In cargo ships the use of fuel having a lower flashpoint than otherwise specified in paragraph 2.1, for example crude oil, may be permitted provided that such fuel is not stored in any machinery space and subject to the approval by the Administration of the complete installation.

2.2 Arrangements for oil fuel

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions.

2.2.1 Location of oil fuel systems

As far as practicable, parts of the oil fuel system containing heated oil under pressure exceeding 0.18 N/mm² shall not be placed in a concealed position such that defects and leakage cannot readily be observed. The machinery spaces in way of such parts of the oil fuel system shall be adequately illuminated.

* Refer to the Recommended procedures to prevent the illegal or accidental use of low flashpoint cargo oil as fuel adopted by the Organization by resolution A.565(14).

2.2.2 *Ventilation of machinery spaces*

The ventilation of machinery spaces shall be sufficient under normal conditions to prevent accumulation of oil vapour.

2.2.3 *Oil fuel tanks*

2.2.3.1 Fuel oil, lubrication oil and other flammable oils shall not be carried in forepeak tanks.

2.2.3.2 As far as practicable, oil fuel tanks shall be part of the ships structure and shall be located outside machinery spaces of category A. Where oil fuel tanks, other than double bottom tanks, are necessarily located adjacent to or within machinery spaces of category A, at least one of their vertical sides shall be contiguous to the machinery space boundaries, and shall preferably have a common boundary with the double bottom tanks, and the area of the tank boundary common with the machinery spaces shall be kept to a minimum. Where such tanks are situated within the boundaries of machinery spaces of category A they shall not contain oil fuel having a flashpoint of less than 60°C. In general, the use of free-standing oil fuel tanks shall be avoided. When such tanks are employed their use shall be prohibited in category A machinery spaces on passenger ships. Where permitted, they shall be placed in an oil-tight spill tray of ample size having a suitable drain pipe leading to a suitably sized spill oil tank.

2.2.3.3 No oil fuel tank shall be situated where spillage or leakage therefrom can constitute a fire or explosion hazard by falling on heated surfaces.

2.2.3.4 Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 l and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. In the special case of deep tanks situated in any shaft or pipe tunnel or similar space, valves on the tank shall be fitted, but control in the event of fire may be effected by means of an additional valve on the pipe or pipes outside the tunnel or similar space. If such an additional valve is fitted in the machinery space it shall be operated from a position outside this space. The controls for remote operation of the valve for the emergency generator fuel tank shall be in a separate location from the controls for remote operation of other valves for tanks located in machinery spaces.

2.2.3.5 Safe and efficient means of ascertaining the amount of oil fuel contained in any oil fuel tank shall be provided.

2.2.3.5.1 Where sounding pipes are used, they shall not terminate in any space where the risk of ignition of spillage from the sounding pipe might arise. In particular, they shall not terminate in passenger or crew spaces. As a general rule, they shall not terminate in machinery spaces. However, where the Administration considers that these latter requirements are impracticable, it may permit termination of sounding pipes in machinery spaces on condition that all of the following requirements are met:

- .1 an oil-level gauge is provided meeting the requirements of paragraph 2.2.3.5.2;

- .2 the sounding pipes terminate in locations remote from ignition hazards unless precautions are taken, such as the fitting of effective screens, to prevent the oil fuel in the case of spillage through the terminations of the sounding pipes from coming into contact with a source of ignition; and
- .3 the termination of sounding pipes are fitted with self-closing blanking devices and with a small-diameter self-closing control cock located below the blanking device for the purpose of ascertaining before the blanking device is opened that oil fuel is not present. Provisions shall be made so as to ensure that any spillage of oil fuel through the control cock involves no ignition hazard.

2.2.3.5.2 Other oil-level gauges may be used in place of sounding pipes subject to the following conditions:

- .1 in passenger ships, such gauges shall not require penetration below the top of the tank and their failure or overfilling of the tanks shall not permit release of fuel; and
- .2 in cargo ships, the failure of such gauges or overfilling of the tank shall not permit release of fuel into the space. The use of cylindrical gauge glasses is prohibited. The Administration may permit the use of oil-level gauges with flat glasses and self-closing valves between the gauges and fuel tanks.

2.2.3.5.3 The means prescribed in paragraph 2.2.3.5.2 which are acceptable to the Administration shall be maintained in the proper condition to ensure their continued accurate functioning in service.

2.2.4 *Prevention of overpressure*

Provisions shall be made to prevent overpressure in any oil tank or in any part of the oil fuel system, including the filling pipes served by pumps on board. Air and overflow pipes and relief valves shall discharge to a position where there is no risk of fire or explosion from the emergence of oils and vapour and shall not lead into crew spaces, passenger spaces nor into special category spaces, closed ro-ro cargo spaces, machinery spaces or similar spaces.

2.2.5 *Oil fuel piping*

2.2.5.1 Oil fuel pipes and their valves and fittings shall be of steel or other approved material, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary.* Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration. For valves, fitted to oil fuel tanks and which are under static pressure, steel or spheroidal-graphite cast iron may be accepted. However, ordinary cast iron valves may be used in piping systems where the design pressure is lower than 7 bar and the design temperature is below 60°C.

* Refer to recommendations published by the International Organization for Standardization, in particular, Publications ISO 15540:1999 on *Test methods for fire resistance of hose assemblies* and ISO 15541:1999 on *Requirements for the test bench of fire resistance of hose assemblies*.

2.2.5.2 External high-pressure fuel delivery lines between the high-pressure fuel pumps and fuel injectors shall be protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. A jacketed pipe incorporates an outer pipe into which the high-pressure fuel pipe is placed, forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages and arrangements and shall be provided with an alarm in case of a fuel line failure.

2.2.5.3 Oil fuel lines shall not be located immediately above or near units of high temperature including boilers, steam pipelines, exhaust manifolds, silencers or other equipment required to be insulated by paragraph 2.2.6. As far as practicable, oil fuel lines shall be arranged far apart from hot surfaces, electrical installations or other sources of ignition and shall be screened or otherwise suitably protected to avoid oil spray or oil leakage onto the sources of ignition. The number of joints in such piping systems shall be kept to a minimum.

2.2.5.4 Components of a diesel engine fuel system shall be designed considering the maximum peak pressure which will be experienced in service, including any high pressure pulses which are generated and transmitted back into the fuel supply and spill lines by the action of fuel injection pumps. Connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurized oil fuel leaks while in service and after maintenance.

2.2.5.5 In multi-engine installations which are supplied from the same fuel source, means of isolating the fuel supply and spill piping to individual engines, shall be provided. The means of isolation shall not affect the operation of the other engines and shall be operable from a position not rendered inaccessible by a fire on any of the engines.

2.2.5.6 Where the Administration may permit the conveying of oil and combustible liquids through accommodation and service spaces, the pipes conveying oil or combustible liquids shall be of a material approved by the Administration having regard to the fire risk.

2.2.6 *Protection of high temperature surfaces*

2.2.6.1 Surfaces with temperatures above 220°C which may be impinged as a result of a fuel system failure shall be properly insulated.

2.2.6.2 Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces.

2.3 *Arrangements for lubricating oil*

2.3.1 The arrangements for the storage, distribution and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ship and persons on board. The arrangements made in machinery spaces of category A, and whenever practicable in other machinery spaces, shall at least comply with the provisions of paragraphs 2.2.1, 2.2.3.3, 2.2.3.4, 2.2.3.5, 2.2.4, 2.2.5.1, 2.2.5.3, and 2.2.6 except that:

- .1 this does not preclude the use of sight-flow glasses in lubricating systems provided that they are shown by testing to have a suitable degree of fire resistance; and

- .2 sounding pipes may be authorized in machinery spaces; however, the requirements of paragraphs 2.2.3.5.1.1 and 2.2.3.5.1.3 need not be applied on condition that the sounding pipes are fitted with appropriate means of closure;

2.3.2 The provisions of paragraph 2.2.3.4 shall also apply to lubricating oil tanks except those having a capacity less than 500 l, storage tanks on which valves are closed during the normal operation mode of the ship, or where it is determined that an unintended operation of a quick closing valve on the oil lubricating tank would endanger the safe operation of the main propulsion and essential auxiliary machinery.

2.4 *Arrangements for other flammable oils*

The arrangements for the storage, distribution and utilization of other flammable oils employed under pressure in power transmission systems, control and activating systems and heating systems shall be such as to ensure the safety of the ship and persons on board. Suitable oil collecting arrangements for leaks shall be fitted below hydraulic valves and cylinders. In locations where means of ignition are present, such arrangements shall at least comply with the provisions of paragraphs 2.2.3.3, 2.2.3.5, 2.2.5.3 and 2.2.6 and with the provisions of paragraphs 2.2.4 and 2.2.5.1 in respect of strength and construction.

2.5 *Arrangements for oil fuel in periodically unattended machinery spaces*

In addition to the requirements of paragraphs 2.1 to 2.4, the oil fuel and lubricating oil systems in a periodically unattended machinery space shall comply with the following:

- .1 where daily service oil fuel tanks are filled automatically, or by remote control, means shall be provided to prevent overflow spillages. Other equipment which treats flammable liquids automatically (e.g. oil fuel purifiers) which, whenever practicable, shall be installed in a special space reserved for purifiers and their heaters, shall have arrangements to prevent overflow spillages; and
- .2 where daily service oil fuel tanks or settling tanks are fitted with heating arrangements, a high temperature alarm shall be provided if the flashpoint of the oil fuel can be exceeded.

3 Arrangements for gaseous fuel for domestic purpose

Gaseous fuel systems used for domestic purposes shall be approved by the Administration. Storage of gas bottles shall be located on the open deck or in a well ventilated space which opens only to the open deck.

4 Miscellaneous items of ignition sources and ignitability

4.1 *Electric radiators*

Electric radiators, if used, shall be fixed in position and so constructed as to reduce fire risks to a minimum. No such radiators shall be fitted with an element so exposed that clothing, curtains, or other similar materials can be scorched or set on fire by heat from the element.

4.2 *Waste receptacles*

Waste receptacles shall be constructed of non-combustible materials with no openings in the sides or bottom.

4.3 *Insulation surfaces protected against oil penetration*

In spaces where penetration of oil products is possible, the surface of insulation shall be impervious to oil or oil vapours.

4.4 *Primary deck coverings*

Primary deck coverings, if applied within accommodation and service spaces and control stations, shall be of approved material which will not readily ignite, this being determined in accordance with the Fire Test Procedures Code.

5 Cargo areas of tankers

5.1 *Separation of cargo oil tanks*

5.1.1 Cargo pump-rooms, cargo tanks, slop tanks and cofferdams shall be positioned forward of machinery spaces. However, oil fuel bunker tanks need not be forward of machinery spaces. Cargo tanks and slop tanks shall be isolated from machinery spaces by cofferdams, cargo pump-rooms, oil bunker tanks or ballast tanks. Pump-rooms containing pumps and their accessories for ballasting those spaces situated adjacent to cargo tanks and slop tanks and pumps for oil fuel transfer, shall be considered as equivalent to a cargo pump-room within the context of this regulation provided that such pump-rooms have the same safety standard as that required for cargo pump-rooms. Pump-rooms intended solely for ballast or oil fuel transfer, however, need not comply with the requirements of regulation 10.9. The lower portion of the pump-room may be recessed into machinery spaces of category A to accommodate pumps, provided that the deck head of the recess is in general not more than one third of the moulded depth above the keel, except that in the case of ships of not more than 25,000 tonnes deadweight, where it can be demonstrated that for reasons of access and satisfactory piping arrangements this is impracticable, the Administration may permit a recess in excess of such height, but not exceeding one half of the moulded depth above the keel.

5.1.2 Main cargo control stations, control stations, accommodation and service spaces (excluding isolated cargo handling gear lockers) shall be positioned aft of cargo tanks, slop tanks, and spaces which isolate cargo or slop tanks from machinery spaces, but not necessarily aft of the oil fuel bunker tanks and ballast tanks, and shall be arranged in such a way that a single failure of a deck or bulkhead shall not permit the entry of gas or fumes from the cargo tanks into an accommodation space, main cargo control stations, control station, or service spaces. A recess provided in accordance with paragraph 5.1.1 need not be taken into account when the position of these spaces is being determined.

5.1.3 However, where deemed necessary, the Administration may permit main cargo control stations, control stations, accommodation and service spaces forward of the cargo tanks, slop tanks and spaces which isolate cargo and slop tanks from machinery spaces, but not necessarily forward of oil fuel bunker tanks or ballast tanks. Machinery spaces, other than those of category A, may be permitted forward of the cargo tanks and slop tanks provided they are isolated from the cargo tanks and slop tanks by cofferdams, cargo pump-rooms, oil

fuel bunker tanks or ballast tanks, and have at least one portable fire extinguisher. In cases where they contain internal combustion machinery, one approved foam-type extinguisher of at least 45 l capacity or equivalent shall be arranged in addition to portable fire extinguishers. If operation of a semi-portable fire extinguisher is impracticable, this fire extinguisher may be replaced by two additional portable fire extinguishers. Accommodation spaces, main cargo control spaces, control stations and service spaces shall be arranged in such a way that a single failure of a deck or bulkhead shall not permit the entry of gas or fumes from the cargo tanks into such spaces. In addition, where deemed necessary for the safety or navigation of the ship, the Administration may permit machinery spaces containing internal combustion machinery not being main propulsion machinery having an output greater than 375 kW to be located forward of the cargo area provided the arrangements are in accordance with the provisions of this paragraph.

5.1.4 In combination carriers only:

- .1 The slop tanks shall be surrounded by cofferdams except where the boundaries of the slop tanks, where slop may be carried on dry cargo voyages, are part of the hull, main cargo deck, cargo pump-room bulkhead or oil fuel bunker tank. These cofferdams shall not be open to a double bottom, pipe tunnel, pump-room or other enclosed space, nor shall they be used for cargo or ballast and shall not be connected to piping systems serving oil cargo or ballast. Means shall be provided for filling the cofferdams with water and for draining them. Where the boundary of a slop tank is part of the cargo pump-room bulkhead, the pump-room shall not be open to the double bottom, pipe tunnel or other enclosed space; however, openings provided with gastight bolted covers may be permitted;
- .2 Means shall be provided for isolating the piping connecting the pump-room with the slop tanks referred to in paragraph 5.1.4.1. The means of isolation shall consist of a valve followed by a spectacle flange or a spool piece with appropriate blank flanges. This arrangement shall be located adjacent to the slop tanks, but where this is unreasonable or impracticable, it may be located within the pump-room directly after the piping penetrates the bulkhead. A separate permanently installed pumping and piping arrangement incorporating a manifold, provided with a shut-off valve and a blank flange, shall be provided for discharging the contents of the slop tanks directly to the open deck for disposal to shore reception facilities when the ship is in the dry cargo mode. When the transfer system is used for slop transfer in the dry cargo mode, it shall have no connection to other systems. Separation from other systems by means of removal of spool pieces may be accepted;
- .3 Hatches and tank cleaning openings to slop tanks shall only be permitted on the open deck and shall be fitted with closing arrangements. Except where they consist of bolted plates with bolts at watertight spacing, these closing arrangements shall be provided with locking arrangements under the control of the responsible ship's officer; and
- .4 Where cargo wing tanks are provided, cargo oil lines below deck shall be installed inside these tanks. However, the Administration may permit cargo oil lines to be placed in special ducts provided there are capable of being

adequately cleaned and ventilated to the satisfaction of the Administration. Where cargo wing tanks are not provided, cargo oil lines below deck shall be placed in special ducts.

5.1.5 Where the fitting of a navigation position above the cargo area is shown to be necessary, it shall be for navigation purposes only and it shall be separated from the cargo tank deck by means of an open space with a height of at least 2 m. The fire protection requirements for such a navigation position shall be that required for control stations, as specified in regulation 9.2.4.2 and other provisions for tankers, as applicable.

5.1.6 Means shall be provided to keep deck spills away from the accommodation and service areas. This may be accomplished by provision of a permanent continuous coaming of a height of at least 300 mm, extending from side to side. Special consideration shall be given to the arrangements associated with stern loading.

5.2 *Restriction on boundary openings*

5.2.1 Except as permitted in paragraph 5.2.2, access doors, air inlets and openings to accommodation spaces, service spaces, control stations and machinery spaces shall not face the cargo area. They shall be located on the transverse bulkhead not facing the cargo area or on the outboard side of the superstructure or deckhouse at a distance of at least 4% of the length of the ship but not less than 3 m from the end of the superstructure or deckhouse facing the cargo area. This distance need not exceed 5 m.

5.2.2 The Administration may permit access doors in boundary bulkheads facing the cargo area or within the 5 m limits specified in paragraph 5.2.1, to main cargo control stations and to such service spaces used as provision rooms, store-rooms and lockers, provided they do not give access directly or indirectly to any other space containing or providing for accommodation, control stations or service spaces such as galleys, pantries or workshops, or similar spaces containing sources of vapour ignition. The boundary of such a space shall be insulated to "A-60" standard, with the exception of the boundary facing the cargo area. Bolted plates for the removal of machinery may be fitted within the limits specified in paragraph 5.2.1. Wheelhouse doors and windows may be located within the limits specified in paragraph 5.2.1 so long as they are designed to ensure that the wheelhouse can be made rapidly and efficiently gas and vapour tight.

5.2.3 Windows and sidescuttles facing the cargo area and on the sides of the superstructures and deckhouses within the limits specified in paragraph 5.2.1 shall be of the fixed (non-opening) type. Such windows and sidescuttles, except wheelhouse windows, shall be constructed to "A-60" class standard.

5.2.4 Where there is permanent access from a pipe tunnel to the main pump-room, a watertight door shall be fitted complying with the requirements of regulation II-1/25-9.2 and, in addition, with the following:

- .1 in addition to the bridge operation, the watertight door shall be capable of being manually closed from outside the main pump-room entrance; and
- .2 the watertight door shall be kept closed during normal operations of the ship except when access to the pipe tunnel is required.

5.2.5 Permanent approved gastight lighting enclosures for illuminating cargo pump-rooms may be permitted in bulkheads and decks separating cargo pump-rooms and other spaces

provided they are of adequate strength and the integrity and gastightness of the bulkhead or deck is maintained.

5.2.6 The arrangement of ventilation inlets and outlets and other deckhouse and superstructure boundary space openings shall be such as to complement the provisions of paragraph 5.3 and regulation 11.6. Such vents, especially for machinery spaces, shall be situated as far aft as practicable. Due consideration in this regard shall be given when the ship is equipped to load or discharge at the stern. Sources of ignition such as electrical equipment shall be so arranged as to avoid an explosion hazard.

5.3 *Cargo tank venting*

5.3.1 *General requirements*

The venting systems of cargo tanks are to be entirely distinct from the air pipes of the other compartments of the ship. The arrangements and position of openings in the cargo tank deck from which emission of flammable vapours can occur shall be such as to minimize the possibility of flammable vapours being admitted to enclosed spaces containing a source of ignition, or collecting in the vicinity of deck machinery and equipment which may constitute an ignition hazard. In accordance with this general principle, the criteria in paragraphs 5.3.2 to 5.3.5 and regulation 11.6 will apply.

5.3.2 *Venting arrangements*

5.3.2.1 The venting arrangements in each cargo tank may be independent or combined with other cargo tanks and may be incorporated into the inert gas piping.

5.3.2.2 Where the arrangements are combined with other cargo tanks, either stop valves or other acceptable means shall be provided to isolate each cargo tank. Where stop valves are fitted, they shall be provided with locking arrangements which shall be under the control of the responsible ship's officer. There shall be a clear visual indication of the operational status of the valves or other acceptable means. Where tanks have been isolated, it shall be ensured that relevant isolating valves are opened before cargo loading or ballasting or discharging of those tanks is commenced. Any isolation must continue to permit the flow caused by thermal variations in a cargo tank in accordance with regulation 11.6.1.1.

5.3.2.3 If cargo loading and ballasting or discharging of a cargo tank or cargo tank group is intended, which is isolated from a common venting system, that cargo tank or cargo tank group shall be fitted with a means for over-pressure or under-pressure protection as required in regulation 11.6.3.2.

5.3.2.4 The venting arrangements shall be connected to the top of each cargo tank and shall be self-draining to the cargo tanks under all normal conditions of trim and list of the ship. Where it may not be possible to provide self-draining lines, permanent arrangements shall be provided to drain the vent lines to a cargo tank.

5.3.3 *Safety devices in venting systems*

The venting system shall be provided with devices to prevent the passage of flame into the cargo tanks. The design, testing and locating of these devices shall comply with the requirements established by the Administration based on the guidelines developed by

the Organization.* Ullage openings shall not be used for pressure equalization. They shall be provided with self-closing and tightly sealing covers. Flame arresters and screens are not permitted in these openings.

5.3.4 *Vent outlets for cargo handling and ballasting*

5.3.4.1 Vent outlets for cargo loading, discharging and ballasting required by regulation 11.6.1.2 shall:

- .1.1 permit the free flow of vapour mixtures; or
- .1.2 permit the throttling of the discharge of the vapour mixtures to achieve a velocity of not less than 30 m/s;
- .2 be so arranged that the vapour mixture is discharged vertically upwards;
- .3 where the method is by free flow of vapour mixtures, be such that the outlet shall be not less than 6 m above the cargo tank deck or fore and aft gangway if situated within 4 m of the gangway and located not less than 10 m measured horizontally from the nearest air intakes and openings to enclosed spaces containing a source of ignition and from deck machinery, which may include anchor windlass and chain locker openings, and equipment which may constitute an ignition hazard; and
- .4 where the method is by high-velocity discharge, be located at a height not less than 2 m above the cargo tank deck and not less than 10 m measured horizontally from the nearest air intakes and openings to enclosed spaces containing a source of ignition and from deck machinery, which may include anchor windlass and chain locker openings, and equipment which may constitute an ignition hazard. These outlets shall be provided with high velocity devices of an approved type.

5.3.4.2 The arrangements for the venting of vapours displaced from the cargo tanks during loading and ballasting shall comply with paragraph 5.3 and regulation 11.6 and shall consist of either one or more mast risers, or a number of high-velocity vents. The inert gas supply main may be used for such venting.

5.3.5 *Isolation of slop tanks in combination carriers*

In combination carriers, the arrangements for isolating slop tanks containing oil or oil residues from other cargo tanks shall consist of blank flanges which will remain in position at all times when cargoes other than liquid cargoes referred to in regulation 1.6.1 are carried.

* Refer to MSC/Circ.677 on revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers and to MSC/Circ.450/Rev.1 on revised factors to be taken into consideration when designing cargo tank venting and gas-freeing arrangements.

5.4 *Ventilation*

5.4.1 *Ventilation systems in cargo pump rooms*

Cargo pump-rooms shall be mechanically ventilated and discharges from the exhaust fans shall be led to a safe place on the open deck. The ventilation of these rooms shall have sufficient capacity to minimize the possibility of accumulation of flammable vapours. The number of air changes shall be at least 20 per hour, based upon the gross volume of the space. The air ducts shall be arranged so that all of the space is effectively ventilated. The ventilation shall be of the suction type using fans of the non-sparking type.

5.4.2 *Ventilation systems in combination carriers*

In combination carriers, cargo spaces and any enclosed spaces adjacent to cargo spaces shall be capable of being mechanically ventilated. The mechanical ventilation may be provided by portable fans. An approved fixed gas warning system capable of monitoring flammable vapours shall be provided in cargo pump-rooms, pipe ducts and cofferdams, as referred to in paragraph 5.1.4, adjacent to slop tanks. Suitable arrangements shall be made to facilitate measurement of flammable vapours in all other spaces within the cargo area. Such measurements shall be made possible from the open deck or easily accessible positions.

5.5 *Inert gas systems*

5.5.1 *Application*

5.5.1.1 For tankers of 20,000 tonnes deadweight and upwards, the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code, except that, in lieu of the above, the Administration, after having given consideration to the ship's arrangement and equipment, may accept other fixed installations if they afford protection equivalent to the above, in accordance with regulation I/5. The requirements for alternative fixed installations shall comply with the requirements in paragraph 5.5.4.

5.5.1.2 Tankers operating with a cargo tank cleaning procedure using crude oil washing shall be fitted with an inert gas system complying with the requirements of the Fire Safety Systems Code and with fixed tank washing machines.

5.5.1.3 Tankers required to be fitted with inert gas systems shall comply with the following provisions:

- .1 double hull spaces shall be fitted with suitable connections for the supply of inert gas;
- .2 where hull spaces are connected to a permanently fitted inert gas distribution system, means shall be provided to prevent hydrocarbon gases from the cargo tanks entering the double hull spaces through the system; and
- .3 where such spaces are not permanently connected to an inert gas distribution system, appropriate means shall be provided to allow connection to the inert gas main.

5.5.2 *Inert gas systems of chemical tankers and gas carriers*

The requirements for inert gas systems contained in the Fire Safety Systems Code need not be applied to:

- .1 chemical tankers and gas carriers when carrying cargoes described in regulation 1.6.1, provided that they comply with the requirements for inert gas systems on chemical tankers established by the Administration, based on the guidelines developed by the Organization;* or
- .2 chemical tankers and gas carriers when carrying flammable cargoes other than crude oil or petroleum products such as cargoes listed in chapters 17 and 18 of the International Bulk Chemical Code, provided that the capacity of tanks used for their carriage does not exceed 3,000 m³ and the individual nozzle capacities of tank washing machines do not exceed 17.5 m³/h and the total combined throughput from the number of machines in use in a cargo tank at any one time does not exceed 110 m³/h.

5.5.3 *General requirements for inert gas systems*

5.5.3.1 The inert gas system shall be capable of inerting, purging and gas freeing empty tanks and maintaining the atmosphere in cargo tanks with a required oxygen content.

5.5.3.2 The inert gas system referred to in paragraph 5.5.3.1 shall be designed, constructed and tested in accordance with the Fire Safety Systems Code.

5.5.3.3 Tankers fitted with a fixed inert gas system shall be provided with a closed ullage system.

5.5.4 *Requirements for equivalent systems*

5.5.4.1 Where an installation equivalent to a fixed inert gas system is installed, it shall:

- .1 be capable of preventing dangerous accumulations of explosive mixtures in intact cargo tanks during normal service throughout the ballast voyage and necessary in-tank operations; and
- .2 be so designed as to minimize the risk of ignition from the generation of static electricity by the system itself.

5.6 *Inerting, purging and gas freeing*

5.6.1 Arrangements for purging and/or gas freeing shall be such as to minimize the hazards due to dispersal of flammable vapours in the atmosphere and to flammable mixtures in a cargo tank.

5.6.2 The procedure for cargo tank purging and/or gas freeing shall be carried out in accordance with regulation 16.3.2.

* Refer to the Regulation for inert gas systems on chemical tankers adopted by the Organization by resolution A.567(14) and Corr.1.

5.6.3 The arrangements for inerting, purging or gas-freeing of empty tanks as required in paragraph 5.5.3.1 shall be to the satisfaction of the Administration and shall be such that the accumulation of hydrocarbon vapours in pockets formed by the internal structural members in a tank is minimized and that:

- .1 on individual cargo tanks, the gas outlet pipe, if fitted, shall be positioned as far as practicable from the inert gas/air inlet and in accordance with paragraph 5.3 and regulation 11.6. The inlet of such outlet pipes may be located either at deck level or at not more than 1 m above the bottom of the tank;
- .2 the cross-sectional area of such gas outlet pipe referred to in paragraph 5.6.3.1 shall be such that an exit velocity of at least 20 m/s can be maintained when any three tanks are being simultaneously supplied with inert gas. Their outlets shall extend not less than 2 m above deck level; and
- .3 each gas outlet referred to in paragraph 5.6.3.2 shall be fitted with suitable blanking arrangements.

5.7 *Gas measurement*

5.7.1 *Portable instrument*

Tankers shall be equipped with at least one portable instrument for measuring flammable vapour concentrations, together with a sufficient set of spares. Suitable means shall be provided for the calibration of such instruments.

5.7.2 *Arrangements for gas measurement in double hull and double bottom spaces*

5.7.2.1 Suitable portable instruments for measuring oxygen and flammable vapour concentrations shall be provided. In selecting these instruments, due attention shall be given to their use in combination with the fixed gas-sampling-line systems referred to in paragraph 5.7.2.2.

5.7.2.2 Where the atmosphere in double hull spaces cannot be reliably measured using flexible gas sampling hoses, such spaces shall be fitted with permanent gas sampling lines. The configuration of gas sampling lines shall be adapted to the design of such spaces.

5.7.2.3 The materials of construction and the dimensions of gas sampling lines shall be such as to prevent restriction. Where plastic materials are used, they should be electrically conductive.

5.8 *Air supply to double hull and double bottom spaces*

Double hull and double bottom spaces shall be fitted with suitable connections for the supply of air.

5.9 *Protection of cargo area*

Drip pans for collecting cargo residues in cargo lines and hoses should be provided in the area of pipe and hose connections under the manifold area. Cargo hoses and tank washing hoses should have electrical continuity over their entire lengths

including couplings and flanges (except shore connections) and should be earthed for removal of electrostatic charges.

5.10 *Protection of cargo pump-rooms*

5.10.1 In tankers:

- .1 cargo pumps, ballast pumps and stripping pumps, installed in cargo pump-rooms and driven by shafts passing through pump-room bulkheads shall be fitted with temperature sensing devices for bulkhead shaft glands, bearings and pump casings. A continuous audible and visual alarm signal shall be automatically effected in the cargo control room or the pump control station;
- .2 lighting in cargo pump-rooms, except emergency lighting, shall be interlocked with ventilation such that the ventilation shall be in operation when switching on the lighting. Failure of the ventilation system shall not cause the lighting to go out;
- .3 a system for continuous monitoring of the concentration of hydrocarbon gases shall be fitted. Sampling points or detector heads shall be located in suitable positions in order that potentially dangerous leakages are readily detected. When the hydrocarbon gas concentration reaches a pre-set level which shall not be higher than 10% of the lower flammable limit, a continuous audible and visual alarm signal shall be automatically effected in the pump-room, engine control room, cargo control room and navigation bridge to alert personnel to the potential hazard; and
- .4 all pump-rooms shall be provided with bilge level monitoring devices together with appropriately located alarms.

Regulation 5

Fire growth potential

1 Purpose

The purpose of this regulation is to limit the fire growth potential in every space of the ship. For this purpose, the following functional requirements shall be met:

- .1 means of control for the air supply to the space shall be provided;
- .2 means of control for flammable liquids in the space shall be provided; and
- .3 the use of combustible materials shall be restricted.

2 Control of air supply and flammable liquid to the space

2.1 Closing appliances and stopping devices of ventilation

2.1.1 The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated. The means of closing shall be easily accessible as well as prominently and permanently marked and shall indicate whether the shutoff is open or closed.

2.1.2 Power ventilation of accommodation spaces, service spaces, cargo spaces, control stations and machinery spaces shall be capable of being stopped from an easily accessible position outside the space being served. This position shall not be readily cut off in the event of a fire in the spaces served.

2.1.3 In passenger ships carrying more than 36 passengers, power ventilation, except machinery space and cargo space ventilation and any alternative system which may be required under regulation 8.2, shall be fitted with controls so grouped that all fans may be stopped from either of two separate positions which shall be situated as far apart as practicable. Fans serving power ventilation systems to cargo spaces shall be capable of being stopped from a safe position outside such spaces.

2.2 *Means of control in machinery spaces*

2.2.1 Means of control shall be provided for opening and closure of skylights, closure of openings in funnels which normally allow exhaust ventilation and closure of ventilator dampers.

2.2.2 Means of control shall be provided for stopping ventilating fans. Controls provided for the power ventilation serving machinery spaces shall be grouped so as to be operable from two positions, one of which shall be outside such spaces. The means provided for stopping the power ventilation of the machinery spaces shall be entirely separate from the means provided for stopping ventilation of other spaces.

2.2.3 Means of control shall be provided for stopping forced and induced draught fans, oil fuel transfer pumps, oil fuel unit pumps, lubricating oil service pumps, thermal oil circulating pumps and oil separators (purifiers). However, paragraphs 2.2.4 and 2.2.5 need not apply to oily water separators.

2.2.4 The controls required in paragraphs 2.2.1 to 2.2.3 and in regulation 4.2.2.3.4 shall be located outside the space concerned so they will not be cut off in the event of fire in the space they serve.

2.2.5 In passenger ships, the controls required in paragraphs 2.2.1 to 2.2.4 and in regulations 8.3.3 and 9.5.2.3 and the controls for any required fire-extinguishing system shall be situated at one control position or grouped in as few positions as possible to the satisfaction of the Administration. Such positions shall have a safe access from the open deck.

2.3 *Additional requirements for means of control in periodically unattended machinery spaces*

2.3.1 For periodically unattended machinery spaces, the Administration shall give special consideration to maintaining the fire integrity of the machinery spaces, the location and centralization of the fire-extinguishing system controls, the required shutdown arrangements (e.g. ventilation, fuel pumps, etc.) and that additional fire-extinguishing appliances and other fire-fighting equipment and breathing apparatus may be required.

2.3.2 In passenger ships, these requirements shall be at least equivalent to those of machinery spaces normally attended.

3 Fire protection materials

3.1 Use of non-combustible materials

3.1.1 Insulating materials

Insulating materials shall be non-combustible, except in cargo spaces, mail rooms, baggage rooms and refrigerated compartments of service spaces. Vapour barriers and adhesives used in conjunction with insulation, as well as the insulation of pipe fittings for cold service systems, need not be of non-combustible materials, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have low flame spread characteristics.

3.1.2 Ceilings and linings

3.1.2.1 In passenger ships, except in cargo spaces, all linings, grounds, draught stops and ceilings shall be of non-combustible material except in mail rooms, baggage rooms, saunas or refrigerated compartments of service spaces. Partial bulkheads or decks used to subdivide a space for utility or artistic treatment shall also be of non-combustible materials.

3.1.2.2 In cargo ships, all linings, ceilings, draught stops and their associated grounds shall be of non-combustible materials in the following spaces:

- .1 in accommodation and service spaces and control stations for ships where Method IC is specified as referred to in regulation 9.2.3.1; and
- .2 in corridors and stairway enclosures serving accommodation and service spaces and control stations for ships where Method IIC and IIIC are specified as referred to in regulation 9.2.3.1.

3.2 Use of combustible materials

3.2.1 General

3.2.1.1 In passenger ships, "A", "B" or "C" class divisions in accommodation and services spaces which are faced with combustible materials, facings, mouldings, decorations and veneers shall comply with the provisions of paragraphs 3.2.2 to 3.2.4 and regulation 6. However, traditional wooden benches and wooden linings on bulkheads and ceilings are permitted in saunas and such materials need not be subject to the calculations prescribed in paragraphs 3.2.2 and 3.2.3.

3.2.1.2 In cargo ships, non-combustible bulkheads, ceilings and linings fitted in accommodation and service spaces may be faced with combustible materials, facings, mouldings, decorations and veneers provided such spaces are bounded by non-combustible bulkheads, ceilings and linings in accordance with the provisions of paragraphs 3.2.2 to 3.2.4 and regulation 6.

3.2.2 *Maximum calorific value of combustible materials*

Combustible materials used on the surfaces and linings specified in paragraph 3.2.1 shall have a calorific value* not exceeding 45 MJ/m² of the area for the thickness used. The requirements of this paragraph are not applicable to the surfaces of furniture fixed to linings or bulkheads.

3.2.3 *Total volume of combustible materials***

Where combustible materials are used in accordance with paragraph 3.2.1, they shall comply with the following requirements:

- .1 The total volume of combustible facings, mouldings, decorations and veneers in accommodation and service spaces shall not exceed a volume equivalent to 2.5 mm veneer on the combined area of the walls and ceiling linings. Furniture fixed to linings, bulkheads or decks need not be included in the calculation of the total volume of combustible materials; and
- .2 In the case of ships fitted with an automatic sprinkler system complying with the provisions of the Fire Safety Systems Code, the above volume may include some combustible material used for erection of "C" class divisions.

3.2.4 *Low flame-spread characteristics of exposed surfaces*

The following surfaces shall have low flame-spread characteristics in accordance with the Fire Test Procedures Code:

3.2.4.1 In passenger ships:

- .1 exposed surfaces in corridors and stairway enclosures and of bulkhead and ceiling linings in accommodation and service spaces (except saunas) and control stations; and
- .2 surfaces and grounds in concealed or inaccessible spaces in accommodation and service spaces and control stations.

3.2.4.2 In cargo ships:

- .1 exposed surfaces in corridors and stairway enclosures and of ceilings in accommodation and service spaces (except saunas) and control stations; and
- .2 surfaces and grounds in concealed or inaccessible spaces in accommodation and service spaces and control stations.

* Refer to the recommendations published by the International Organization for Standardization, in particular, Publication ISO 1716:1973 on *Determination of calorific potential*.

** Refer to the standards to be developed by the Organization.

3.3 *Furniture in stairway enclosures of passenger ships*

Furniture in stairway enclosures shall be limited to seating. It shall be fixed, limited to six seats on each deck in each stairway enclosure, be of restricted fire risk determined in accordance with the Fire Test Procedure Code, and shall not restrict the passenger escape route. The Administration may permit additional seating in the main reception area within a stairway enclosure if it is fixed, non-combustible and does not restrict the passenger escape route. Furniture shall not be permitted in passenger and crew corridors forming escape routes in cabin areas. In addition to the above, lockers of non-combustible material, providing storage for non-hazardous safety equipment required by these regulations, may be permitted. Drinking water dispensers and ice cube machines may be permitted in corridors provided they are fixed and do not restrict the width of the escape routes. This applies as well to decorative flower or plant arrangements, statues or other objects of art such as paintings and tapestries in corridors and stairways.

Regulation 6

Smoke generation potential and toxicity

1 Purpose

The purpose of this regulation is to reduce the hazard to life from smoke and toxic products generated during a fire in spaces where persons normally work or live. For this purpose, the quantity of smoke and toxic products released from combustible materials, including surface finishes, during fire shall be limited.

2 Paints, varnishes and other finishes

Paints, varnishes and other finishes used on exposed interior surfaces shall not be capable of producing excessive quantities of smoke and toxic products, this being determined in accordance with the Fire Test Procedures Code.

3 Primary deck coverings

Primary deck coverings, if applied within accommodation and service spaces and control stations, shall be of approved material which will not give rise to smoke or toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code.

PART C - SUPPRESSION OF FIRE

Regulation 7

Detection and alarm

1 Purpose

The purpose of this regulation is to detect a fire in the space of origin and to provide for alarm for safe escape and fire-fighting activity. For this purpose, the following functional requirements shall be met:

- .1 fixed fire detection and fire alarm system installations shall be suitable for the nature of the space, fire growth potential and potential generation of smoke and gases;
- .2 manually operated call points shall be placed effectively to ensure a readily accessible means of notification; and
- .3 fire patrols shall provide an effective means of detecting and locating fires and alerting the navigation bridge and fire teams.

2 General requirements

2.1 A fixed fire detection and fire alarm system shall be provided in accordance with the provisions of this regulation.

2.2 A fixed fire detection and fire alarm system and a sample extraction smoke detection system required in this regulation and other regulations in this part shall be of an approved type and comply with the Fire Safety Systems Code.

2.3 Where a fixed fire detection and fire alarm system is required for the protection of spaces other than those specified in paragraph 5.1, at least one detector complying with the Fire Safety Systems Code shall be installed in each such space.

3 Initial and periodical tests

3.1 The function of fixed fire detection and fire alarm systems required by the relevant regulations of this chapter shall be tested under varying conditions of ventilation after installation.

3.2 The function of fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.

4 Protection of machinery spaces

4.1 *Installation*

A fixed fire detection and fire alarm system shall be installed in:

- .1 periodically unattended machinery spaces; and
- .2 machinery spaces where:
 - .2.1 the installation of automatic and remote control systems and equipment has been approved in lieu of continuous manning of the space; and
 - .2.2 the main propulsion and associated machinery including sources of main electrical supply are provided with various degrees of automatic or remote control and are under continuous manned supervision from a control room.

4.2 *Design*

The fixed fire detection and fire alarm system required in paragraph 4.1.1 shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures. Except in spaces of restricted height and where their use is specially appropriate, detection systems using only thermal detectors shall not be permitted. The detection system shall initiate audible and visual alarms distinct in both respects from the alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard and observed on the navigating bridge and by a responsible engineer officer. When the navigating bridge is unmanned the alarm shall sound in a place where a responsible member of the crew is on duty.

5 **Protection of accommodation and service spaces and control stations**

5.1 *Smoke detectors in accommodation spaces*

Smoke detectors shall be installed in all stairways, corridors and escape routes within accommodation spaces as provided in paragraphs 5.2, 5.3 and 5.4. Consideration shall be given to the installation of special purpose smoke detectors within ventilation ducting.

5.2 *Requirements for passenger ships carrying more than 36 passengers*

A fixed fire detection and fire alarm system shall be installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors, stairways and escape routes within accommodation spaces. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with a fixed fire detection and alarm system.

5.3 *Requirements for passenger ships carrying not more than 36 passengers*

There shall be installed throughout each separate zone, whether vertical or horizontal, in all accommodation and service spaces and, where it is considered necessary by the Administration, in control stations, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc., either:

- .1 a fixed fire detection and fire alarm system and so installed and arranged as to detect the presence of fire in such spaces providing smoke detection in corridors, stairways and escape routes within accommodation spaces; or
- .2 an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Fire Safety Systems Code and so installed and arranged as to protect such spaces and, in addition, a fixed fire detection and fire alarm system and so installed and arranged as to provide smoke detection in corridors, stairways and escape routes within accommodation spaces.

5.4 *Protection of atriums in passenger ships*

The entire main vertical zone containing the atrium shall be protected throughout with a smoke detection system.

5.5 *Cargo ships*

Accommodation and service spaces and control stations of cargo ships shall be protected by a fixed fire detection and fire alarm system and/or an automatic sprinkler, fire detection and fire alarm system as follows depending on a protection method adopted in accordance with regulation 9.2.3.1.

5.5.1 Method IC

A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces.

5.5.2 Method IIC

An automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Fire Safety Systems Code shall be so installed and arranged as to protect accommodation spaces, galleys and other service spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces.

5.5.3 Method IIIC

A fixed fire detection and fire alarm system shall be so installed and arranged as to detect the presence of fire in all accommodation spaces and service spaces providing smoke detection in corridors, stairways and escape routes within accommodation spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces.

6 Protection of cargo spaces in passenger ships

A fixed fire detection and fire alarm system or a sample extraction smoke detection system shall be provided in any cargo space which, in the opinion of the Administration, is not accessible, except where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.

7 Manually operated call points

Manually operated call points complying with the Fire Safety Systems Code shall be installed throughout the accommodation spaces, service spaces and control stations. One manually operated call point shall be located at each exit. Manually operated call points shall be readily accessible in the corridors of each deck such that no part of the corridor is more than 20 m from a manually operated call point.

8 Fire patrols in passenger ships

8.1 *Fire patrols*

For ships carrying more than 36 passengers an efficient patrol system shall be maintained so that an outbreak of fire may be promptly detected. Each member of the fire patrol shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any equipment he may be called upon to use.

8.2 *Inspection hatches*

The construction of ceiling and bulkheads shall be such that it will be possible, without impairing the efficiency of the fire protection, for the fire patrols to detect any smoke originating in concealed and inaccessible places, except where in the opinion of the Administration there is no risk of fire originating in such places.

8.3 *Two-way portable radiotelephone apparatus*

Each member of the fire patrol shall be provided with a two-way portable radiotelephone apparatus.

9 Fire alarm signalling systems in passenger ships *

9.1 Passenger ships shall at all times when at sea, or in port (except when out of service), be so manned or equipped as to ensure that any initial fire alarm is immediately received by a responsible member of the crew.

9.2 The control panel of fixed fire detection and fire alarm systems shall be designed on the fail-safe principle (e.g. an open detector circuit shall cause an alarm condition).

9.3 Passenger ships carrying more than 36 passengers shall have the fire detection alarms for the systems required by paragraph 5.2 centralized in a continuously manned central control station. In addition, controls for remote closing of the fire doors and shutting down the ventilation fans shall be centralized in the same location. The ventilation fans shall be capable of reactivation by the crew at the continuously manned control station. The control panels in the central control station shall be capable of indicating open or closed positions of fire doors and closed or off status of the detectors, alarms and fans. The control panel shall be continuously powered and shall have an automatic change-over to standby power supply in case of loss of normal power supply. The control panel shall be powered from the main source of electrical power and the emergency source of electrical power defined by regulation II-1/42 unless other arrangements are permitted by the regulations, as applicable.

9.4 A special alarm, operated from the navigation bridge or fire control station, shall be fitted to summon the crew. This alarm may be part of the ship's general alarm system and shall be capable of being sounded independently of the alarm to the passenger spaces.

* Refer to the Code of Alarms and Indicators as adopted by the Organization by resolution A.830(19).

Regulation 8

Control of smoke spread

1 Purpose

The purpose of this regulation is to control the spread of smoke in order to minimize the hazards from smoke. For this purpose, means for controlling smoke in atriums, control stations, machinery spaces and concealed spaces shall be provided.

2 Protection of control stations outside machinery spaces

Practicable measures shall be taken for control stations outside machinery spaces in order to ensure that ventilation, visibility and freedom from smoke are maintained so that, in the event of fire, the machinery and equipment contained therein may be supervised and continue to function effectively. Alternative and separate means of air supply shall be provided and air inlets of the two sources of supply shall be so disposed that the risk of both inlets drawing in smoke simultaneously is minimized. At the discretion of the Administration, such requirements need not apply to control stations situated on, and opening on to, an open deck or where local closing arrangements would be equally effective.

3 Release of smoke from machinery spaces

3.1 The provisions of this paragraph shall apply to machinery spaces of category A and, where the Administration considers desirable, to other machinery spaces.

3.2 Suitable arrangements shall be made to permit the release of smoke, in the event of fire, from the space to be protected, subject to the provisions of regulation 9.5.2.1 The normal ventilation systems may be acceptable for this purpose.

3.3 Means of control shall be provided for permitting the release of smoke and such controls shall be located outside the space concerned so that, in the event of fire, they will not be cut off from the space they serve.

3.4 In passenger ships, the controls required by paragraph 3.3 shall be situated at one control position or grouped in as few positions as possible to the satisfaction of the Administration. Such positions shall have a safe access from the open deck.

4 Draft stops

Air spaces enclosed behind ceilings, panelling or linings shall be divided by close-fitting draught stops spaced not more than 14 m apart. In the vertical direction, such enclosed air spaces, including those behind linings of stairways, trunks, etc., shall be closed at each deck.

5 Smoke extraction systems in atriums of passenger ships

Atriums shall be equipped with a smoke extraction system. The smoke extraction system shall be activated by the required smoke detection system and be capable of manual control. The fans shall be sized such that the entire volume within space can be exhausted in 10 min or less.

Regulation 9

Containment of fire

1 Purpose

The purpose of this regulation is to contain a fire in the space of origin. For this purpose, the following functional requirements shall be met:

- .1 the ship shall be subdivided by thermal and structural boundaries;
- .2 thermal insulation of boundaries shall have due regard to the fire risk of the space and adjacent spaces; and
- .3 the fire integrity of the divisions shall be maintained at openings and penetrations.

2 Thermal and structural boundaries

2.1 Thermal and structural subdivision

Ships of all types shall be subdivided into spaces by thermal and structural divisions having regard to the fire risks of the space.

2.2 Passenger ships

2.2.1 Main vertical zones and horizontal zones

2.2.1.1.1 In ships carrying more than 36 passengers, the hull, superstructure and deckhouses shall be subdivided into main vertical zones by "A-60" class divisions. Steps and recesses shall be kept to a minimum, but where they are necessary they shall also be "A-60" class divisions. Where a category (5), (9) or (10) space defined in paragraph 2.2.3.2.2 is on one side or where fuel oil tanks are on both sides of the division the standard may be reduced to "A-0".

2.2.1.1.2 In ships carrying not more than 36 passengers, the hull, superstructure and deckhouses in way of accommodation and service spaces shall be subdivided into main vertical zones by "A" class divisions. These divisions shall have insulation values in accordance with tables in paragraph 2.2.4.

2.2.1.2 As far as practicable, the bulkheads forming the boundaries of the main vertical zones above the bulkhead deck shall be in line with watertight subdivision bulkheads situated immediately below the bulkhead deck. The length and width of main vertical zones may be extended to a maximum of 48 m in order to bring the ends of main vertical zones to coincide with watertight subdivision bulkheads or in order to accommodate a large public space extending for the whole length of the main vertical zone provided that the total area of the main vertical zone is not greater than 1,600 m² on any deck. The length or width of a main vertical zone is the maximum distance between the furthestmost points of the bulkheads bounding it.

2.2.1.3 Such bulkheads shall extend from deck to deck and to the shell or other boundaries.

2.2.1.4 Where a main vertical zone is subdivided by horizontal "A" class divisions into horizontal zones for the purpose of providing an appropriate barrier between a zone with sprinklers and a zone without sprinklers, the divisions shall extend between adjacent main vertical zone bulkheads and to the shell or exterior boundaries of the ship and shall be insulated in accordance with the fire insulation and integrity values given in table 9.4.

2.2.1.5.1 On ships designed for special purposes, such as automobile or railroad car ferries, where the provision of main vertical zone bulkheads would defeat the purpose for which the ship is intended, equivalent means for controlling and limiting a fire shall be substituted and specifically approved by the Administration. Service spaces and ship stores shall not be located on ro-ro decks unless protected in accordance with the applicable regulations.

2.2.1.5.2 However, in a ship with special category spaces, such spaces shall comply with the applicable provisions of regulation 20 and where such compliance would be inconsistent with compliance with other requirements for passenger ships specified in this chapter, the requirements of regulation 20 shall prevail.

2.2.2 Bulkheads within a main vertical zone

2.2.2.1 For ships carrying more than 36 passengers, bulkheads which are not required to be "A" class divisions shall be at least "B" class or "C" class divisions as prescribed in the tables in paragraph 2.2.3.

2.2.2.2 For ships carrying not more than 36 passengers, bulkheads within accommodation and service spaces which are not required to be "A" class divisions shall be at least "B" class or "C" class divisions as prescribed in the tables in paragraph 2.2.4. In addition, corridor bulkheads, where not required to be "A" class, shall be "B" class divisions which shall extend from deck to deck except:

- .1 when continuous "B" class ceilings or linings are fitted on both sides of the bulkhead, the portion of the bulkhead behind the continuous ceiling or lining shall be of material which, in thickness and composition, is acceptable in the construction of "B" class divisions, but which shall be required to meet "B" class integrity standards only in so far as is reasonable and practicable in the opinion of the Administration; and
- .2 in the case of a ship protected by an automatic sprinkler system complying with the provisions of the Fire Safety Systems Code, the corridor bulkheads may terminate at a ceiling in the corridor provided such bulkheads and ceilings are of "B" class standard in compliance with paragraph 2.2.4. All doors and frames in such bulkheads shall be of non-combustible materials and shall have the same fire integrity as the bulkhead in which they are fitted.

2.2.2.3 Bulkheads required to be "B" class divisions, except corridor bulkheads as prescribed in paragraph 2.2.2.2, shall extend from deck to deck and to the shell or other boundaries. However, where a continuous "B" class ceiling or lining is fitted on both sides of a bulkhead which is at least of the same fire resistance as the adjoining bulkhead, the bulkhead may terminate at the continuous ceiling or lining.

2.2.3 Fire integrity of bulkheads and decks in ships carrying more than 36 passengers

2.2.3.1 In addition to complying with the specific provisions for fire integrity of bulkheads and decks of passenger ships, the minimum fire integrity of all bulkheads and decks shall be

as prescribed in tables 9.1 and 9.2. Where, due to any particular structural arrangements in the ship, difficulty is experienced in determining from the tables the minimum fire integrity value of any divisions, such values shall be determined to the satisfaction of the Administration.

2.2.3.2 The following requirements shall govern application of the tables:

- .1 Table 9.1 shall apply to bulkheads not bounding either main vertical zones or horizontal zones. Table 9.2 shall apply to decks not forming steps in main vertical zones nor bounding horizontal zones.
- .2 For determining the appropriate fire integrity standards to be applied to boundaries between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (14) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed rooms within a space that have less than 30 % communicating openings to that space are considered separate spaces. The fire integrity of the boundary bulkheads and decks of such smaller rooms shall be as prescribed in tables 9.1 and 9.2. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables.
 - (1) *Control stations*
Spaces containing emergency sources of power and lighting.
Wheelhouse and chartroom.
Spaces containing the ship's radio equipment.
Fire control stations
Control room for propulsion machinery when located outside the propulsion machinery space.
Spaces containing centralized fire alarm equipment.
Spaces containing centralized emergency public address system stations and equipment.
 - (2) *Stairways*
Interior stairways, lifts, totally enclosed emergency escape trunks, and escalators (other than those wholly contained within the machinery spaces) for passengers and crew and enclosures thereto.
In this connection a stairway which is enclosed at only one level shall be regarded as part of the space from which it is not separated by a fire door.
 - (3) *Corridors*
Passenger and crew corridors and lobbies.
 - (4) *Evacuation stations and external escape routes*
Survival craft stowage area.
Open deck spaces and enclosed promenades forming lifeboat and liferaft embarkation and lowering stations.
Assembly stations, internal and external.
External stairs and open decks used for escape routes.

The ship's side to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to the liferaft and evacuation slide embarkation areas.

- (5) *Open deck spaces*
Open deck spaces and enclosed promenades clear of lifeboat and liferaft embarkation and lowering stations. To be considered in this category, enclosed promenades shall have no significant fire risk, meaning that furnishings shall be restricted to deck furniture. In addition, such spaces shall be naturally ventilated by permanent openings.
Air spaces (the space outside superstructures and deckhouses).
- (6) *Accommodation spaces of minor fire risk*
Cabins containing furniture and furnishings of restricted fire risk.
Offices and dispensaries containing furniture and furnishings of restricted fire risk.
Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of less than 50 m².
- (7) *Accommodation spaces of moderate fire risk*
Spaces as in category (6) above but containing furniture and furnishings of other than restricted fire risk.
Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of 50 m² or more.
Isolated lockers and small store-rooms in accommodation spaces having areas less than 4 m² (in which flammable liquids are not stowed).
Sale shops. Motion picture projection and film stowage rooms. Diet kitchens (containing no open flame).
Cleaning gear lockers (in which flammable liquids are not stowed).
Laboratories (in which flammable liquids are not stowed).
Pharmacies.
Small drying rooms (having a deck area of 4 m² or less).
Specie rooms.
Operating rooms.
- (8) *Accommodation spaces of greater fire risk*
Public spaces containing furniture and furnishings of other than restricted fire risk and having a deck area of 50 m² or more.
Barber shops and beauty parlours.
Saunas
- (9) *Sanitary and similar spaces*
Communal sanitary facilities, showers, baths, water closets, etc.
Small laundry rooms.
Indoor swimming pool area.
Isolated pantries containing no cooking appliances in accommodation spaces.
Private sanitary facilities shall be considered a portion of the space in which they are located.

(10) *Tanks, voids and auxiliary machinery spaces having little or no fire risk*

Water tanks forming part of the ship's structure.

Voids and cofferdams.

Auxiliary machinery spaces which do not contain machinery having a pressure lubrication system and where storage of combustibles is prohibited, such as:

- ventilation and air-conditioning rooms;
- windlass room;
- steering gear room;
- stabilizer equipment room;
- electrical propulsion motor room;
- rooms containing section switchboards and purely electrical equipment other than oil-filled electrical transformers (above 10 kVA);
- shaft alleys and pipe tunnels;
- spaces for pumps and refrigeration machinery (not handling or using flammable liquids).

Closed trunks serving the spaces listed above.

Other closed trunks such as pipe and cable trunks.

(11) *Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk*

Cargo oil tanks.

Cargo holds, trunkways and hatchways.

Refrigerated chambers.

Oil fuel tanks (where installed in a separate space with no machinery).

Shaft alleys and pipe tunnels allowing storage of combustibles.

Auxiliary machinery spaces as in category (10) which contain machinery having a pressure lubrication system or where storage of combustibles is permitted.

Oil fuel filling stations.

Spaces containing oil-filled electrical transformers (above 10 kVA).

Spaces containing turbine and reciprocating steam engine driven auxiliary generators and small internal combustion engines of power output up to 110 kW driving generators, sprinkler, drencher or fire pumps, bilge pumps, etc.

Closed trunks serving the spaces listed above.

(12) *Machinery spaces and main galleys*

Main propulsion machinery rooms (other than electric propulsion motor rooms) and boiler rooms.

Auxiliary machinery spaces other than those in categories (10) and (11) which contain internal combustion machinery or other oil-burning, heating or pumping units.

Main galleys and annexes.

Trunks and casings to the spaces listed above.

- (13) *Store-rooms, workshops, pantries, etc.*
Main pantries not annexed to galleys.
Main laundry.
Large drying rooms (having a deck area of more than 4 m²)
Miscellaneous stores.
Mail and baggage rooms.
Garbage rooms.
Workshops (not part of machinery spaces, galleys, etc.).
Lockers and store-rooms having areas greater than 4 m², other than those spaces that have provisions for the storage of flammable liquids.
- (14) *Other spaces in which flammable liquids are stowed*
Lamp rooms.
Paint rooms.
Store-rooms containing flammable liquids (including dyes, medicines, etc.).
Laboratories (in which flammable liquids are stowed)
- .3 Where a single value is shown for the fire integrity of a boundary between two spaces, that value shall apply in all cases;
- .4 Notwithstanding the provisions of paragraph 2.2.2 there are no special requirements for material or integrity of boundaries where only a dash appears in the tables; and
- .5 The Administration shall determine in respect of category (5) spaces whether the insulation values in table 9.1 shall apply to ends of deckhouses and superstructures, and whether the insulation values in table 9.2 shall apply to weather decks. In no case shall the requirements of category (5) of tables 9.1 or 9.2 necessitate enclosure of spaces which in the opinion of the Administration need not be enclosed.

Table 9.1 – Bulkheads not bounding either main vertical zones or horizontal zones

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control stations (1)	B-0 ^a	A-0	A-0	A-0	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Stairways (2)		A-0 ^a	A-0	A-0	A-0	A-0	A-15	A-15	A-0 ^c	A-0	A-15	A-30	A-15	A-30
Corridors (3)			B-15	A-60	A-0	B-15	B-15	B-15	B-15	A-0	A-15	A-30	A-0	A-30
Evacuation stations and external escape routes (4)					A-0	A-60 ^b	A-60 ^b	A-60 ^b	A-0	A-0	A-60 ^b	A-60 ^b	A-60 ^b	A-60 ^b
Open deck spaces (5)						A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of minor fire risk (6)						B-0	B-0	B-0	C	A-0	A-0	A-30	A-0	A-30
Accommodation spaces of moderate fire risk (7)							B-0	B-0	C	A-0	A-15	A-60	A-15	A-60
Accommodation spaces of greater fire risk (8)								B-0	C	A-0	A-30	A-60	A-15	A-60
Sanitary and similar spaces (9)									C	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk (10)										A-0 ^a	A-0	A-0	A-0	A-0
Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk (11)											A-0 ^a	A-0	A-0	A-15
Machinery spaces and main galleys (12)												A-0 ^a	A-0	A-60
Store-rooms, workshops, pantries, etc. (13)													A-0 ^a	A-0
Other spaces in which flammable liquids are stowed (14)														A-30

See notes following table 2.2.3.2.

Chapter II-2:

Table 9.2 – Decks not forming steps in main vertical zones nor bounding horizontal zones

Space below ↓	Space above →	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control stations	(1)	A-30	A-30	A-15	A-0	A-0	A-0	A-15	A-30	A-0	A-0	A-0	A-60	A-0	A-60
Stairways	(2)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-30	A-0	A-30
Corridors	(3)	A-15	A-0	A-0 ^a	A-60	A-0	A-0	A-15	A-15	A-0	A-0	A-0	A-30	A-0	A-30
Evacuation stations and external escape routes	(4)	A-0	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Open deck spaces	(5)	A-0	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of minor fire risk	(6)	A-60	A-15	A-0	A-60	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of moderate fire risk	(7)	A-60	A-15	A-15	A-60	A-0	A-0	A-15	A-15	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of greater fire risk	(8)	A-60	A-15	A-15	A-60	A-0	A-15	A-15	A-30	A-0	A-0	A-3	A-0	A-0	A-0
Sanitary and similar spaces	(9)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk	(10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0 ^a	A-0	A-0	A-0	A-0
Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk	(11)	A-60	A-60	A-60	A-60	A-0	A-0	A-15	A-30	A-0	A-0	A-0 ^a	A-0	A-0	A-30
Machinery spaces and main galleys	(12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-30	A-30 ^a	A-0	A-60
Store-rooms, workshops, pantries, etc.	(13)	A-60	A-30	A-15	A-60	A-0	A-15	A-30	A-30	A-0	A-0	A-0	A-0	A-0	A-0
Other spaces in which flammable liquids are stowed	(14)	A-60	A-60	A-60	A-60	A-0	A-30	A-60	A-60	A-0	A-0	A-0	A-0	A-0	A-0

Note: To be applied to tables 9.1 and 9.2.

- a Where adjacent spaces are in the same numerical category and superscript "a" appears, a bulkhead or deck between such spaces need not be fitted if deemed unnecessary by the Administration. For example, in category (12) a bulkhead need not be required between a galley and its annexed pantries provided the pantry bulkhead and decks maintain the integrity of the galley boundaries. A bulkhead is, however, required between a galley and machinery space even though both spaces are in category (12).
 - b The ship's side, to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to liferafts and evacuation slides may be reduced to "A-30".
 - c Where public toilets are installed completely within the stairway enclosure, the public toilet bulkhead within the stairway enclosure can be of "B" class integrity.
 - d Where spaces of categories (6), (7), (8) and (9) are located completely within the outer perimeter of the assembly station, the bulkheads of these spaces are allowed to be of "B-0" class integrity. Control positions for audio, video and light installations may be considered as part of the assembly station.
-

2.2.3.3 Continuous "B" class ceilings or linings, in association with the relevant decks or bulkheads, may be accepted as contributing wholly or in part, to the required insulation and integrity of a division.

2.2.3.4 *Construction and arrangement of saunas*

2.2.3.4.1 The perimeter of the sauna shall be of "A" class boundaries and may include changing rooms, showers and toilets. The sauna shall be insulated to A-60 standard against other spaces except those inside of the perimeter and spaces of categories (5), (9) and (10).

2.2.3.4.2 Bathrooms with direct access to saunas may be considered as part of them. In such cases, the door between sauna and the bathroom need not comply with fire safety requirements.

2.2.3.4.3 The traditional wooden lining on the bulkheads and ceiling are permitted in the sauna. The ceiling above the oven shall be lined with a non-combustible plate with an air gap of at least 30 mm. The distance from the hot surfaces to combustible materials shall be at least 500 mm or the combustible materials shall be protected (e.g. non-combustible plate with an air gap of at least 30 mm).

2.2.3.4.4 The traditional wooden benches are permitted to be used in the sauna.

2.2.3.4.5 The sauna door shall open outwards by pushing.

2.2.3.4.6 Electrically heated ovens shall be provided with a timer.

2.2.4 *Fire integrity of bulkheads and decks in ships carrying not more than 36 passengers*

2.2.4.1 In addition to complying with the specific provisions for fire integrity of bulkheads and decks of passenger ships, the minimum fire integrity of bulkheads and decks shall be as prescribed in tables 9.3 and 9.4.

2.2.4.2 The following requirements govern application of the tables:

- .1 Tables 9.3 and 9.4 shall apply respectively to the bulkheads and decks separating adjacent spaces.
- .2 For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (11) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed rooms within a space that have less than 30 % communicating openings to that space are considered separate spaces. The fire integrity of the boundary bulkheads and decks of such smaller rooms shall be as prescribed in tables 9.3 and 9.4. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables.
 - (1) *Control stations*
Spaces containing emergency sources of power and lighting.
Wheelhouse and chartroom.
Spaces containing the ship's radio equipment.
Fire control stations.
Control room for propulsion machinery when located outside the machinery space.
Spaces containing centralized fire alarm equipment.
 - (2) *Corridors*
Passenger and crew corridors and lobbies.
 - (3) *Accommodation spaces*
Spaces as defined in regulation 3.1 excluding corridors.
 - (4) *Stairways*
Interior stairways, lifts, totally enclosed emergency escape trunks, and escalators (other than those wholly contained within the machinery spaces) and enclosures thereto.
In this connection, a stairway which is enclosed only at one level shall be regarded as part of the space from which it is not separated by a fire door.
 - (5) *Service spaces (low risk)*
Lockers and store-rooms not having provisions for the storage of flammable liquids and having areas less than 4 m² and drying rooms and laundries.
 - (6) *Machinery spaces of category A*
Spaces as defined in regulation 3.31.

- (7) *Other machinery spaces*
Electrical equipment rooms (auto-telephone exchange, air-conditioning duct spaces).
Spaces as defined in regulation 3.30 excluding machinery spaces of category A.
- (8) *Cargo spaces*
All spaces used for cargo (including cargo oil tanks) and trunkways and hatchways to such spaces, other than special category spaces.
- (9) *Service spaces (high risk)*
Galley, pantries containing cooking appliances, paint and lamp rooms, lockers and store-rooms having areas of 4 m² or more, spaces for the storage of flammable liquids, saunas and workshops other than those forming part of the machinery spaces.
- (10) *Open decks*
Open deck spaces and enclosed promenades having little or no fire risk. Enclosed promenades should have no significant fire risk, meaning that furnishing should be restricted to deck furniture. In addition, such spaces should be naturally ventilated by permanent openings. Air spaces (the space outside superstructures and deckhouses).
- (11) *Special category spaces*
Spaces as defined in regulation 3.46.

- .3 In determining the applicable fire integrity standard of a boundary between two spaces within a main vertical zone or horizontal zone which is not protected by an automatic sprinkler system complying with the provisions of the Fire Safety Systems Code or between such zones neither of which is so protected, the higher of the two values given in the tables shall apply;
- .4 In determining the applicable fire integrity standard of a boundary between two spaces within a main vertical zone or horizontal zone which is protected by an automatic sprinkler system complying with the provisions of the Fire Safety Systems Code or between such zones both of which are so protected, the lesser of the two values given in the tables shall apply. Where a zone with sprinklers and a zone without sprinklers meet within accommodation and service spaces, the higher of the two values given in the tables shall apply to the division between the zones;

2.2.4.3 Continuous "B" class ceilings or linings, in association with the relevant decks or bulkheads, may be accepted as contributing, wholly or in part, to the required insulation and integrity of a division.

2.2.4.4 External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of passenger ships to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration.

2.2.4.5 Saunas shall comply with paragraph 2.2.3.4.

Table 9.3 – Fire integrity of bulkheads separating adjacent spaces

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Control stations (1)	A-0 ^c	A-0	A-60	A-0	A-15	A-60	A-15	A-60	A-60	*	A-60
Corridors (2)		C ^c	B-0 ^c	A-0 ^a B-0 ^e	B-0 ^e	A-60	A-0	A-0	A-15 A-0 ^d	*	A-15
Accommodation spaces (3)			C ^c	A-0 ^a B-0 ^e	B-0 ^e	A-60	A-0	A-0	A-15 A-0 ^d	*	A-30 A-0 ^d
Stairways (4)				A-0 ^a B-0 ^e	A-0 ^a B-0 ^e	A-60	A-0	A-0	A-15 A-0 ^d	*	A-15
Service spaces (low risk) (5)					C ^c	A-60	A-0	A-0	A-0	*	A-0
Machinery spaces of category A (6)						*	A-0	A-0	A-60	*	A-60
Other machinery spaces (7)							A-0 ^b	A-0	A-0	*	A-0
Cargo spaces (8)								*	A-0	*	A-0
Service spaces (high risk) (9)									A-0 ^b	*	A-30
Open decks (10)											A-0
Special category spaces (11)											A-0

Table 9.4 – Fire integrity of decks separating adjacent spaces

Space below	Space above	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Control stations (1)		A-0	A-0	A-0	A-0	A-0	A-60	A-0	A-0	A-0	*	A-30
Corridors (2)		A-0	*	*	A-0	*	A-60	A-0	A-0	A-0	*	A-0
Accommodation spaces (3)		A-60	A-0	*	A-0	*	A-60	A-0	A-0	A-0	*	A-30 A-0 ^d
Stairways (4)		A-0	A-0	A-0	*	A-0	A-60	A-0	A-0	A-0	*	A-0
Service spaces (low risk) (5)		A-15	A-0	A-0	A-0	*	A-60	A-0	A-0	A-0	*	A-0
Machinery spaces of category A (6)		A-60	A-60	A-60	A-60	A-60	*	A-60 ^f	A-30	A-60	*	A-60
Other machinery spaces (7)		A-15	A-0	A-0	A-0	A-0	A-0	*	A-0	A-0	*	A-0
Cargo spaces (8)		A-60	A-0	A-0	A-0	A-0	A-0	A-0	*	A-0	*	A-0
Service spaces (high risk) (9)		A-60	A-30 A-0 ^d	A-30 A-0 ^d	A-30 A-0 ^d	A-0	A-60	A-0	A-0	A-0	*	A-30
Open decks (10)		*	*	*	*	*	*	*	*	*	-	A-0
Special category spaces (11)		A-60	A-15	A-30 A-0 ^d	A-15	A-0	A-30	A-0	A-0	A-30	A-0	A-0

Notes: To be applied to both tables 9.3 and 9.4 as appropriate.

- a For clarification as to which applies, see paragraphs 2.2.2 and 2.2.5.
 - b Where spaces are of the same numerical category and superscript b appears, a bulkhead or deck of the rating shown in the tables is only required when the adjacent spaces are for a different purpose, (e.g. in category (9)). A galley next to a galley does not require a bulkhead but a galley next to a paint room requires an "A-0" bulkhead.
 - c Bulkhead separating the wheelhouse and chartroom from each other may have a "B-0" rating.
 - d See paragraphs 2.2.4.2.3 and 2.2.4.2.4.
 - e For the application of paragraph 2.2.1.1.2, "B-0" and "C", where appearing in table 9.3, shall be read as "A-0".
 - f Fire insulation need not be fitted if the machinery space in category (7), in the opinion of the Administration, has little or no fire risk.
-

* Where an asterisk appears in the tables, the division is required to be of steel or other equivalent material, but is not required to be of "A" class standard. However, where a deck, except in a category (10) space, is penetrated for the passage of electric cables, pipes and vent ducts, such penetrations should be made tight to prevent the passage of flame and smoke. Divisions between control stations (emergency generators) and open decks may have air intake openings without means for closure, unless a fixed gas fire-fighting system is fitted.

For the application of paragraph 2.2.1.1.2, an asterisk, where appearing in table 9.4, except for categories (8) and (10), shall be read as "A-0".

2.2.5 Protection of stairways and lifts in accommodation area

2.2.5.1 Stairways shall be within enclosures formed of "A" class divisions, with positive means of closure at all openings, except that:

- .1 a stairway connecting only two decks need not be enclosed, provided the integrity of the deck is maintained by proper bulkheads or self-closing doors in one 'tween-deck space. When a stairway is closed in one 'tween-deck space, the stairway enclosure shall be protected in accordance with the tables for decks in paragraphs 2.2.3 or 2.2.4; and
- .2 stairways may be fitted in the open in a public space, provided they lie wholly within the public space.

2.2.5.2 Lift trunks shall be so fitted as to prevent the passage of smoke and flame from one 'tween-deck to another and shall be provided with means of closing so as to permit the control of draught and smoke. Machinery for lifts located within stairway enclosures shall be arranged in a separate room, surrounded by steel boundaries, except that small passages for lift cables are permitted. Lifts which open into spaces other than corridors, public spaces, special category spaces, stairways and external areas shall not open into stairways included in the means of escape.

2.3 *Cargo ships except tankers*

2.3.1 *Methods of protection in accommodation area*

2.3.1.1 One of the following methods of protection shall be adopted in accommodation and service spaces and control stations:

.1 Method IC

The construction of internal divisional bulkheads of non-combustible "B" or "C" class divisions generally without the installation of an automatic sprinkler, fire detection and fire alarm system in the accommodation and service spaces, except as required by regulation 7.5.5.1;

.2 Method IIC

The fitting of an automatic sprinkler, fire detection and fire alarm system as required by regulation 7.5.5.2 for the detection and extinction of fire in all spaces in which fire might be expected to originate, generally with no restriction on the type of internal divisional bulkheads; or

.3 Method IIIC

The fitting of a fixed fire detection and fire alarm system as required by regulation 7.5.5.3, in spaces in which a fire might be expected to originate, generally with no restriction on the type of internal divisional bulkheads, except that in no case must the area of any accommodation space or spaces bounded by an "A" or "B" class division exceed 50 m². Consideration may be given by the Administration to increasing this area for public spaces.

2.3.1.2 The requirements for the use of non-combustible materials in the construction and insulation of boundary bulkheads of machinery spaces, control stations, service spaces, etc., and the protection of the above stairway enclosures and corridors will be common to all three methods outlined in paragraph 2.3.1.1.

2.3.2 *Bulkheads within accommodation area*

2.3.2.1 Bulkheads required to be "B" class divisions shall extend from deck to deck and to the shell or other boundaries. However, where a continuous "B" class ceiling or lining is fitted on both sides of the bulkhead, the bulkhead may terminate at the continuous ceiling or lining.

2.3.2.2 Method IC

Bulkheads not required by this or other regulations for cargo ships to be "A" or "B" class divisions, shall be of at least "C" class construction.

2.3.2.3 Method IIC

There shall be no restriction on the construction of bulkheads not required by this or other regulations for cargo ships to be "A" or "B" class divisions except in individual cases where "C" class bulkheads are required in accordance with table 9.5.

2.3.2.4 Method IIIC

There shall be no restriction on the construction of bulkheads not required for cargo ships to be "A" or "B" class divisions except that the area of any accommodation space or spaces bounded by a continuous "A" or "B" class division must in no case exceed 50 m², except in individual cases where "C" class bulkheads are required in accordance with table 9.5. Consideration may be given by the Administration to increasing this area for public spaces.

2.3.3 *Fire integrity of bulkheads and decks*

2.3.3.1 In addition to complying with the specific provisions for fire integrity of bulkheads and decks of cargo ships, the minimum fire integrity of bulkheads and decks shall be as prescribed in tables 9.5 and 9.6.

2.3.3.2 The following requirements shall govern application of the tables:

- .1 Tables 9.5 and 9.6 shall apply respectively to the bulkheads and decks separating adjacent spaces.
- .2 For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (11) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed rooms within a space that have less than 30 % communicating openings to that space are considered separate spaces. The fire integrity of the boundary bulkheads and decks of such smaller rooms shall be as prescribed in tables 9.5 and 9.6. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables;
 - (1) *Control stations*
Spaces containing emergency sources of power and lighting.
Wheelhouse and chartroom.
Spaces containing the ship's radio equipment.
Fire control stations.
Control room for propulsion machinery when located outside the machinery space.
Spaces containing centralized fire alarm equipment.
 - (2) *Corridors*
corridors and lobbies.
 - (3) *Accommodation spaces*
Spaces as defined in regulation 3.1, excluding corridors.

- (4) *Stairways*
Interior stairway, lifts, totally enclosed emergency escape trunks, and escalators (other than those wholly contained within the machinery spaces) and enclosures thereto.
In this connection, a stairway which is enclosed only at one level shall be regarded as part of the space from which it is not separated by a fire door.
- (5) *Service spaces (low risk)*
Lockers and store-rooms not having provisions for the storage of flammable liquids and having areas less than 4 m² and drying rooms and laundries.
- (6) *Machinery spaces of category A*
Spaces as defined in regulation 3.31.
- (7) *Other machinery spaces*
Electrical equipment rooms (auto-telephone exchange, air-conditioning duct spaces).
Spaces as defined in regulation 3.30 excluding machinery spaces of category A.
- (8) *Cargo spaces*
All spaces used for cargo (including cargo oil tanks) and trunkways and hatchways to such spaces.
- (9) *Service spaces (high risk)*
Galley, pantries containing cooking appliances, saunas, paint and lamp rooms, lockers and store-rooms having areas of 4 m² or more, spaces for the storage of flammable liquids, and workshops other than those forming part of the machinery spaces.
- (10) *Open decks*
Open deck spaces and enclosed promenades having little or no fire risk. To be considered in this category, enclosed promenades shall have no significant fire risk, meaning that furnishings shall be restricted to deck furniture. In addition, such spaces shall be naturally ventilated by permanent openings.
Air spaces (the space outside superstructures and deckhouses).
- (11) *Ro-ro and vehicle spaces*
Ro-ro spaces as defined in regulation 3.41.
Vehicle spaces as defined in regulation 3.49.

Table 9.5 – Fire integrity of bulkheads separating adjacent spaces

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Control stations (1)	A-0 ^e	A-0	A-60	A-0	A-15	A-60	A-15	A-60	A-60	*	A-60
Corridors (2)		C	B-0	B-0 A-0 ^c	B-0	A-60	A-0	A-0	A-0	*	A-30
Accommodation spaces (3)			C ^{a, b}	B-0 A-0 ^c	B-0	A-60	A-0	A-0	A-0	*	A-30
Stairways (4)				B-0 A-0 ^c	B-0 A-0 ^c	A-60	A-0	A-0	A-0	*	A-30
Service spaces (low risk) (5)					C	A-60	A-0	A-0	A-0	*	A-0
Machinery spaces of category A (6)						*	A-0	A-0 ^g	A-60	*	A-60 ^f
Other machinery spaces (7)							A-0 ^d	A-0	A-0	*	A-0
Cargo spaces (8)								*	A-0	*	A-0
Service spaces (high risk) (9)									A-0 ^d	*	A-30
Open decks (10)										-	A-0
Ro-ro cargo spaces (11)											* ^h

Table 9.6 – Fire integrity of decks separating adjacent spaces

Space ↓ below	Space → above	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Control stations (1)		A-0	A-0	A-0	A-0	A-0	A-60	A-0	A-0	A-0	*	A-60
Corridors (2)		A-0	*	*	A-0	*	A-60	A-0	A-0	A-0	*	A-30
Accommodation spaces (3)		A-60	A-0	*	A-0	*	A-60	A-0	A-0	A-0	*	A-30
Stairways (4)		A-0	A-0	A-0	*	A-0	A-60	A-0	A-0	A-0	*	A-30
Service spaces (low risk) (5)		A-15	A-0	A-0	A-0	*	A-60	A-0	A-0	A-0	*	A-0
Machinery spaces of category A (6)		A-60	A-60	A-60	A-60	A-60	*	A-60 ⁱ	A-30	A-60	*	A-60
Other machinery spaces (7)		A-15	A-0	A-0	A-0	A-0	A-0	*	A-0	A-0	*	A-0
Cargo spaces (8)		A-60	A-0	A-0	A-0	A-0	A-0	A-0	*	A-0	*	A-0
Service spaces (high risk) (9)		A-60	A-0	A-0	A-0	A-0	A-60	A-0	A-0	A-0 ^d	*	A-30
Open decks (10)		*	*	*	*	*	*	*	*	*	-	*
Ro-ro cargo spaces (11)		A-60	A-30	A-30	A-30	A-0	A-60	A-0	A-0	A-30	*	* ^h

Note: To be applied to tables 9.5 and 9.6 as appropriate.

- a No special requirements are imposed upon bulkheads in methods IIC and IIIC fire protection.
 - b In case of method IIIC "B" class bulkheads of "B-0" rating shall be provided between spaces or groups of spaces of 50 m² and over in area.
 - c For clarification as to which applies, see paragraphs 2.3.2 and 2.3.4.
 - d Where spaces are of the same numerical category and superscript d appear, a bulkhead or deck of the rating shown in the tables is only required when the adjacent spaces are for a different purpose (e.g. in category (9)). A galley next to a galley does not require a bulkhead but a galley next to a paint room requires an "A-0" bulkhead.
 - e Bulkheads separating the wheelhouse, chartroom and radio room from each other may have a "B-0" rating.
 - f An "A-0" rating may be used if no dangerous goods are intended to be carried or if such goods are stowed not less than 3 m horizontally from such a bulkhead.
 - g For cargo spaces in which dangerous goods are intended to be carried, regulation 19.3.8 applies.
 - h Bulkheads and decks separating ro-ro spaces shall be capable of being closed reasonably gastight and such divisions shall have "A" class integrity in so far as reasonable and practicable, if in the opinion of the Administration it has little or no fire risk.
 - i Fire insulation need not be fitted if the machinery in category (7) if, in the opinion of the Administration, it has little or no fire risk.
-

* Where an asterisk appears in the tables, the division is required to be of steel or other equivalent material but is not required to be of "A" class standard. However, where a deck, except an open deck, is penetrated for the passage of electric cables, pipes and vent ducts, such penetrations should be made tight to prevent the passage of flame and smoke. Divisions between control stations (emergency generators) and open decks may have air intake openings without means for closure, unless a fixed gas fire-fighting system is fitted.

2.3.3.3 Continuous "B" class ceilings or linings, in association with the relevant decks or bulkheads, may be accepted as contributing, wholly or in part, to the required insulation and integrity of a division.

2.3.3.4 External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of cargo ships to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration.

2.3.3.5 Saunas shall comply with paragraph 2.2.3.4.

2.3.4 *Protection of stairways and lift trunks in accommodation spaces, service spaces and control stations*

2.3.4.1 Stairways which penetrate only a single deck shall be protected, at a minimum, at one level by at least "B-0" class divisions and self-closing doors. Lifts which penetrate only a single deck shall be surrounded by "A-0" class divisions with steel doors at both levels.

Stairways and lift trunks which penetrate more than a single deck shall be surrounded by at least "A-0" class divisions and be protected by self-closing doors at all levels.

2.3.4.2 On ships having accommodation for 12 persons or less, where stairways penetrate more than a single deck and where there are at least two escape routes direct to the open deck at every accommodation level, the "A-0" requirements of paragraph 2.3.4.1 may be reduced to "B-0".

2.4 *Tankers*

2.4.1 *Application*

For tankers, only method IC as defined in paragraph 2.3.1.1 shall be used.

2.4.2 *Fire integrity of bulkheads and decks*

2.4.2.1 In lieu of paragraph 2.3 and in addition to complying with the specific provisions for fire integrity of bulkheads and decks of tankers, the minimum fire integrity of bulkheads and decks shall be as prescribed in tables 9.7 and 9.8.

2.4.2.2 The following requirements shall govern application of the tables:

- .1 Tables 9.7 and 9.8 shall apply respectively to the bulkhead and decks separating adjacent spaces;
- .2 For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (10) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed areas within a space that have less than 30 % communicating openings to that space are considered separate areas. The fire integrity of the boundary bulkheads and decks of such smaller spaces shall be as prescribed in tables 9.7 and 9.8. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables;
 - (1) *Control stations*
Spaces containing emergency sources of power and lighting.
Wheelhouse and chartroom.
Spaces containing the ship's radio equipment.
Fire control stations.
Control room for propulsion machinery when located outside the machinery space.
Spaces containing centralized fire alarm equipment.
 - (2) *Corridors*
Corridors and lobbies.
 - (3) *Accommodation spaces*
Spaces as defined in regulation 3.1, excluding corridors.

- (4) *Stairways*
Interior stairways, lifts, totally enclosed emergency escape trunks, and escalators (other than those wholly contained within the machinery spaces) and enclosures thereto.
In this connection, a stairway which is enclosed only at one level shall be regarded as part of the space from which it is not separated by a fire door.
- (5) *Service spaces (low risk)*
Lockers and store-rooms not having provisions for the storage of flammable liquids and having areas less than 4 m² and drying rooms and laundries.
- (6) *Machinery spaces of category A*
Spaces as defined in regulation 3.31.
- (7) *Other machinery spaces*
Electrical equipment rooms (auto-telephone exchange and air-conditioning duct spaces).
Spaces as defined in regulation 3.30 excluding machinery spaces of category A.
- (8) *Cargo pump-rooms*
Spaces containing cargo pumps and entrances and trunks to such spaces.
- (9) *Service spaces (high risk)*
Galley, pantries containing cooking appliances, saunas, paint and lamp rooms, lockers and store-rooms having areas of 4 m² or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery spaces.
- (10) *Open decks*
Open deck spaces and enclosed promenades having little or no fire risk. To be considered in this category, enclosed promenades shall have no significant fire risk, meaning that furnishings shall be restricted to deck furniture. In addition, such spaces shall be naturally ventilated by permanent openings.
Air spaces (the space outside superstructures and deckhouses).

2.4.2.3 Continuous "B" class ceilings or linings, in association with the relevant decks or bulkheads, may be accepted as contributing, wholly or in part, to the required insulation and integrity of a division.

2.4.2.4 External boundaries which are required in paragraph 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of tankers to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration.

2.4.2.5 Exterior boundaries of superstructures and deckhouses enclosing accommodation and including any overhanging decks which support such accommodation, shall be constructed of steel and insulated to "A-60" standard for the whole of the portions which face the cargo area and on the outward sides for a distance of 3 m from the end boundary facing the cargo area. The distance of 3 m shall be measured horizontally and parallel to the middle line of the ship from the boundary which faces the cargo area at each deck level. In the case of the sides of those superstructures and deckhouses, such insulation shall be carried up to the underside of the deck of the navigation bridge.

2.4.2.6 Skylights to cargo pump-rooms shall be of steel, shall not contain any glass and shall be capable of being closed from outside the pump-room.

2.4.2.7 Construction and arrangement of saunas shall comply with paragraph 2.2.3.4.

Table 9.7 – Fire integrity of bulkheads separating adjacent spaces

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Control stations (1)	A-0 ^c	A-0	A-60	A-0	A-15	A-60	A-15	A-60	A-60	*
Corridors (2)		C	B-0	B-0 A-0 ^a	B-0	A-60	A-0	A-60	A-0	*
Accommodation spaces (3)			C	B-0 A-0 ^a	B-0	A-60	A-0	A-60	A-0	*
Stairways (4)				B-0 A-0 ^a	B-0 A-0 ^a	A-60	A-0	A-60	A-0	*
Service spaces (low risk) (5)					C	A-60	A-0	A-60	A-0	*
Machinery spaces of category A (6)						*	A-0	A-0 ^d	A-60	*
Other machinery spaces (7)							A-0 ^b	A-0	A-0	*
Cargo pump-rooms (8)								*	A-60	*
Service spaces (high risk) (9)									A-0 ^b	*
Open decks (10)										-

Table 9.8 – Fire integrity of decks separating adjacent spaces

Space ↓ below	Space → above	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Control stations (1)		A-0	A-0	A-0	A-0	A-0	A-60	A-0	-	A-0	*
Corridors (2)		A-0	*	*	A-0	*	A-60	A-0	-	A-0	*
Accommodation spaces (3)		A-60	A-0	*	A-0	*	A-60	A-0	-	A-0	*
Stairways (4)		A-0	A-0	A-0	*	A-0	A-60	A-0	-	A-0	*
Service spaces (low risk) (5)		A-15	A-0	A-0	A-0	*	A-60	A-0	-	A-0	*
Machinery spaces of category A (6)		A-60	A-60	A-60	A-60	A-60	*	A-60 ^c	A-0	A-60	*
Other machinery spaces (7)		A-15	A-0	A-0	A-0	A-0	A-0	*	A-0	A-0	*
Cargo pump-rooms (8)		-	-	-	-	-	A-0 ^d	A-0	*	-	*
Service spaces (high risk) (9)		A-60	A-0	A-0	A-0	A-0	A-60	A-0	-	A-0 ^b	*
Open decks (10)		*	*	*	*	*	*	*	*	*	-

Notes: To be applied to tables 9.7 and 9.8 as appropriate.

- a For clarification as to which applies, see paragraphs 2.3.2 and 2.3.4.
 - b Where spaces are of the same numerical category and superscript b appears, a bulkhead or deck of the rating shown in the tables is only required when the adjacent spaces are for a different purpose (e.g. in category (9)). A galley next to a galley does not require a bulkhead but a galley next to a paint room requires an "A-0" bulkhead.
 - c Bulkheads separating the wheelhouse, chartroom and radio room from each other may have a "B-0" rating.
 - d Bulkheads and decks between cargo pump-rooms and machinery spaces of category A may be penetrated by cargo pump shaft glands and similar gland penetrations, provided that gas tight seals with efficient lubrication or other means of ensuring the permanence of the gas seal are fitted in way of the bulkheads or deck.
 - e Fire insulation need not be fitted if the machinery space in category (7) if, in the opinion of the Administration, it has little or no fire risk.
-

* Where an asterisk appears in the table, the division is required to be of steel or other equivalent material, but is not required to be of "A" class standard. However, where a deck, except an open deck, is penetrated for the passage of electric cables, pipes and vent ducts, such penetrations should be made tight to prevent the passage of flame and smoke. Divisions between control stations (emergency generators) and open decks may have air intake openings without means for closure, unless a fixed gas fire-fighting system is fitted.

3 Penetration in fire-resisting divisions and prevention of heat transmission

3.1 Where "A" class divisions are penetrated, such penetrations shall be tested in accordance with the Fire Test Procedures Code, subject to the provisions of paragraph 4.1.1.5. In the case of ventilation ducts, paragraphs 7.1.2 and 7.3.1 apply. However, where a pipe penetration is made of steel or equivalent material having a thickness of 3mm or greater and a length of not less than 900 mm (preferably 450 mm on each side of the division), and no openings, testing is not required. Such penetrations shall be suitably insulated by extension of the insulation at the same level of the division.

3.2 Where "B" class divisions are penetrated for the passage of electric cables, pipes, trunks, ducts, etc., or for the fitting of ventilation terminals, lighting fixtures and similar devices, arrangements shall be made to ensure that the fire resistance is not impaired, subject to the provisions of paragraph 7.3.2. Pipes other than steel or copper that penetrate "B" class divisions shall be protected by either:

- .1 a fire tested penetration device, suitable for the fire resistance of the division pierced and the type of pipe used; or
- .2 a steel sleeve, having a thickness of not less than 1.8 mm and a length of not less than 900 mm for pipe diameters of 150 mm or more and not less than 600 mm for pipe diameters of less than 150 mm (preferably equally divided to each side of the division). The pipe shall be connected to the ends of the sleeve by flanges or couplings; or the clearance between the sleeve and the pipe shall not exceed 2.5 mm; or any clearance between pipe and sleeve shall be made tight by means of non-combustible or other suitable material.

3.3 Uninsulated metallic pipes penetrating "A" or "B" class divisions shall be of materials having a melting temperature which exceeds 950°C for "A-0" and 850°C for "B-0" class divisions.

3.4 In approving structural fire protection details, the Administration shall have regard to the risk of heat transmission at intersections and terminal points of required thermal barriers. The insulation of a deck or bulkhead shall be carried past the penetration, intersection or terminal point for a distance of at least 450 mm in the case of steel and aluminium structures. If a space is divided with a deck or a bulkhead of "A" class standard having insulation of different values, the insulation with the higher value shall continue on the deck or bulkhead with the insulation of the lesser value for a distance of at least 450 mm.

4 Protection of openings in fire resisting divisions

4.1 Openings in bulkheads and decks in passenger ships

4.1.1 Openings in "A" class divisions

4.1.1.1 Except for hatches between cargo, special category, store, and baggage spaces, and between such spaces and the weather decks, openings shall be provided with permanently attached means of closing which shall be at least as effective for resisting fires as the divisions in which they are fitted.

4.1.1.2 The construction of doors and door frames in "A" class divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame equivalent to that of the bulkheads in which the doors are situated, this being determined in accordance with the Fire Test Procedures Code. Such doors and door frames shall be constructed of steel or other equivalent material. Watertight doors need not be insulated.

4.1.1.3 It shall be possible for each door to be opened and closed from each side of the bulkhead by one person only.

4.1.1.4 Fire doors in main vertical zone bulkheads, galley boundaries and stairway enclosures other than power-operated watertight doors and those which are normally locked, shall satisfy the following requirements:

- .1 the doors shall be self-closing and be capable of closing with an angle of inclination of up to 3.5° opposing closure;
- .2 the approximate time of closure for hinged fire doors shall be no more than 40 s and no less than 10 s from the beginning of their movement with the ship in upright position. The approximate uniform rate of closure for sliding doors shall be of no more than 0.2 m/s and no less than 0.1 m/s with the ship in upright position;
- .3 the doors, except those for emergency escape trunks, shall be capable of remote release from the continuously manned central control station, either simultaneously or in groups and shall be capable of release also individually from a position at both sides of the door. Release switches shall have an on-off function to prevent automatic resetting of the system;

- .4 hold-back hooks not subject to central control station release are prohibited;
- .5 a door closed remotely from the central control station shall be capable of being re-opened from both sides of the door by local control. After such local opening, the door shall automatically close again;
- .6 indication must be provided at the fire door indicator panel in the continuously manned central control station whether each door is closed;
- .7 the release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system or central power supply;
- .8 local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated after disruption of the control system or central power supply at least ten times (fully opened and closed) using the local controls;
- .9 disruption of the control system or central power supply at one door shall not impair the safe functioning of the other doors;
- .10 remote-released sliding or power-operated doors shall be equipped with an alarm that sounds at least 5 s but no more than 10 s after the door being released from the central control station and before the door begins to move and continues sounding until the door is completely closed;
- .11 a door designed to re-open upon contacting an object in its path shall re-open not more than 1 m from the point of contact;
- .12 double-leaf doors equipped with a latch necessary for their fire integrity shall have a latch that is automatically activated by the operation of the doors when released by the system;
- .13 doors giving direct access to special category spaces which are power-operated and automatically closed need not be equipped with the alarms and remote-release mechanisms required in paragraphs 4.1.1.4.3 and 4.1.1.4.10;
- .14 the components of the local control system shall be accessible for maintenance and adjusting;
- .15 power-operated doors shall be provided with a control system of an approved type which shall be able to operate in case of fire and be in accordance with the Fire Test Procedures Code. This system shall satisfy the following requirements:
 - .15.1 the control system shall be able to operate the door at the temperature of at least 200°C for at least 60 min, served by the power supply;
 - .15.2 the power supply for all other doors not subject to fire shall not be impaired; and

- .15.3 at temperatures exceeding 200°C the control system shall be automatically isolated from the power supply and shall be capable of keeping the door closed up to at least 945°C.

4.1.1.5 In ships carrying not more than 36 passengers, where a space is protected by an automatic sprinkler fire detection and alarm system complying with the provisions the Fire Safety Systems Code or fitted with a continuous "B" class ceiling, openings in decks not forming steps in main vertical zones nor bounding horizontal zones shall be closed reasonably tight and such decks shall meet the "A" class integrity requirements in so far as is reasonable and practicable in the opinion of the Administration.

4.1.1.6 The requirements for "A" class integrity of the outer boundaries of a ship shall not apply to glass partitions, windows and sidescuttles, provided that there is no requirement for such boundaries to have "A" class integrity in paragraph 4.1.3.3. The requirements for "A" class integrity of the outer boundaries of the ship shall not apply to exterior doors, except for those in superstructures and deckhouses facing lifesaving appliances, embarkation and external assembly station areas, external stairs and open decks used for escape routes. Stairway enclosure doors need not meet this requirement.

4.1.1.7 Except for watertight doors, weathertight doors (semi-watertight doors), doors leading to the open deck and doors which need to be reasonably gastight, all "A" class doors located in stairways, public spaces and main vertical zone bulkheads in escape routes shall be equipped with a self-closing hose port of material, construction and fire resistance which is equivalent to the door into which it is fitted, and shall be a 150 mm square clear opening with the door closed and shall be inset into the lower edge of the door, opposite the door hinges or, in the case of sliding doors, nearest the opening.

4.1.1.8 Where it is necessary that a ventilation duct passes through a main vertical zone division, a fail-safe automatic closing fire damper shall be fitted adjacent to the division. The damper shall also be capable of being manually closed from each side of the division. The operating position shall be readily accessible and be marked in red light-reflecting colour. The duct between the division and the damper shall be of steel or other equivalent material and, if necessary, insulated to comply with the requirements of paragraph 3.1. The damper shall be fitted on at least one side of the division with a visible indicator showing whether the damper is in the open position.

4.1.2 *Openings in "B" class divisions*

4.1.2.1 Doors and door frames in "B" class divisions and means of securing them shall provide a method of closure which shall have resistance to fire equivalent to that of the divisions, this being determined in accordance with the Fire Test Procedure Code except that ventilation openings may be permitted in the lower portion of such doors. Where such opening is in or under a door the total net area of any such opening or openings shall not exceed 0.05 m². Alternatively, a non-combustible air balance duct routed between the cabin and the corridor, and located below the sanitary unit is permitted where the cross-sectional area of the duct does not exceed 0.05 m². All ventilation openings shall be fitted with a grill made of non-combustible material. Doors shall be non-combustible.

4.1.2.2 Cabin doors in "B" class divisions shall be of a self-closing type. Hold-back hooks are not permitted.

4.1.2.3 The requirements for "B" class integrity of the outer boundaries of a ship shall not apply to glass partitions, windows and sidescuttles. Similarly, the requirements for "B" class

integrity shall not apply to exterior doors in superstructures and deckhouses. For ships carrying not more than 36 passengers, the Administration may permit the use of combustible materials in doors separating cabins from the individual interior sanitary spaces such as showers.

4.1.2.4 In ships carrying not more than 36 passengers, where an automatic sprinkler system complying with the provisions of the Fire Safety Systems Code is fitted:

- .1 openings in decks not forming steps in main vertical zones nor bounding horizontal zones shall be closed reasonably tight and such decks shall meet the "B" class integrity requirements in so far as is reasonable and practicable in the opinion of the Administration; and
- .2 openings in corridor bulkheads of "B" class materials shall be protected in accordance with the provisions of paragraph 2.2.2.

4.1.3 *Windows and sidescuttles*

4.1.3.1 Windows and sidescuttles in bulkheads within accommodation and service spaces and control stations other than those to which the provisions of paragraph 4.1.1.6 and of paragraph 4.1.2.3 apply, shall be so constructed as to preserve the integrity requirements of the type of bulkheads in which they are fitted, this being determined in accordance with the FTP Code.

4.1.3.2 Notwithstanding the requirements of tables 9.1 to 9.4, windows and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material. The glass shall be retained by a metal glazing bead or angle.

4.1.3.3 Windows facing life-saving appliances, embarkation and assembly stations, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have fire integrity as required in table 9.1. Where automatic dedicated sprinkler heads are provided for windows, "A-0" windows may be accepted as equivalent. To be considered under this paragraph, the sprinkler heads must either be:

- .1 dedicated heads located above the windows, and installed in addition to the conventional ceiling sprinklers; or
- .2 conventional ceiling sprinkler heads arranged such that the window is protected by an average application rate of at least 5 l/m² and the additional window area is included in the calculation of the area of coverage.

Windows located in the ship's side below the lifeboat embarkation area shall have fire integrity at least equal to "A-0" class.

4.2 *Doors in fire-resisting divisions in cargo ships*

4.2.1 The fire resistance of doors shall be equivalent to that of the division in which they are fitted, this being determined in accordance with the Fire Test Procedures Code. Doors and door frames in "A" class divisions shall be constructed of steel. Doors in "B" class divisions shall be non-combustible. Doors fitted in boundary bulkheads of machinery spaces of category A shall be reasonably gastight and self-closing. In ships constructed according to

method IC, the Administration may permit the use of combustible materials in doors separating cabins from individual interior sanitary accommodation such as showers.

4.2.2 Doors required to be self-closing shall not be fitted with hold-back hooks. However, hold-back arrangements fitted with remote release devices of the fail-safe type may be utilized.

4.2.3 In corridor bulkheads ventilation openings may be permitted in and under the doors of cabins and public spaces. Ventilation openings are also permitted in "B" class doors leading to lavatories, offices, pantries, lockers and store rooms. Except as permitted below, the openings shall be provided only in the lower half of a door. Where such an opening is in or under a door the total net area of any such opening or openings shall not exceed 0.05 m². Alternatively, a non-combustible air balance duct routed between the cabin and the corridor, and located below the sanitary unit is permitted where the cross-sectional area of the duct does not exceed 0.05 m². Ventilation openings, except those under the door, shall be fitted with a grille made of non-combustible material.

4.2.4 Watertight doors need not be insulated.

5 Protection of openings in machinery spaces boundaries

5.1 Application

5.1.1 The provision of this paragraph shall apply to machinery spaces of category A and, where the Administration considers it desirable, to other machinery spaces.

5.2 Protection of openings in machinery space boundaries

5.2.1 The number of skylights, doors, ventilators, openings in funnels to permit exhaust ventilation and other openings to machinery spaces shall be reduced to a minimum consistent with the needs of ventilation and the proper and safe working of the ship.

5.2.2 Skylights shall be of steel and shall not contain glass panels.

5.2.3 Means of control shall be provided for closing power-operated doors or actuating release mechanisms on doors other than power-operated watertight doors. The control shall be located outside the space concerned, where they will not be cut off in the event of fire in the space it serves.

5.2.4 In passenger ships, the means of control required in paragraph 5.2.3 shall be situated at one control position or grouped in as few positions as possible to the satisfaction of the Administration. Such positions shall have safe access from the open deck.

5.2.5 In passenger ships, doors, other than power-operated watertight doors shall be so arranged that positive closure is assured in case of fire in the space by power-operated closing arrangements or by the provision of self-closing doors capable of closing against an inclination of 3.5° opposing closure, and having a fail-safe hold-back arrangement, provided with a remotely operated release device. Doors for emergency escape trunks need not be fitted with a fail-safe hook-back facility and a remotely operated release device.

5.2.6 Windows shall not be fitted in machinery space boundaries. However, this does not preclude the use of glass in control rooms within the machinery spaces.

6 Protection of cargo space boundaries

6.1 In passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category and ro-ro spaces shall be insulated to "A-60" class standard. However, where a category (5), (9) and (10) space, as defined in paragraph 2.2.3, is on one side of the division the standard may be reduced to "A-0". Where fuel oil tanks are below a special category space, the integrity of the deck between such spaces may be reduced to "A-0" standard.

6.2 In passenger ships carrying not more than 36 passengers, the boundary bulkheads of special category spaces shall be insulated as required for category (11) spaces in table 9.3 and the horizontal boundaries as required for category (11) spaces in table 9.4.

6.3 In passenger ships carrying not more than 36 passengers the boundary bulkheads and decks of closed and open ro-ro-spaces shall have a fire integrity as required for category (8) spaces in table 9.3 and the horizontal boundaries as required for category (8) spaces in table 9.4.

6.4 In passenger ships, indicators shall be provided on the navigating bridge which shall indicate when any fire door leading to or from the special category spaces is closed.

6.5 In tankers, for the protection of cargo tanks carrying crude oil and petroleum products having a flashpoint not exceeding 60°C, materials readily rendered ineffective by heat shall not be used for valves, fittings, tank opening covers, cargo vent piping, and cargo piping so as to prevent the spread of fire to the cargo.

7 Ventilation systems

7.1 Duct and dampers

7.1.1 Ventilation ducts shall be of non-combustible material. However, short ducts, not generally exceeding 2 m in length and with a free cross-sectional area* not exceeding 0.02 m², need not be non-combustible subject to the following conditions:

- .1 the ducts are made of a material which has low flame spread characteristics;
- .2 the ducts are only used at the end of the ventilation device; and
- .3 the ducts are not situated less than 600 mm, measured along the duct, from an opening in an "A" or "B" class division including continuous "B" class ceiling.

7.1.2 The following arrangements shall be tested in accordance with the Fire Test Procedures Code:

- .1 fire dampers, including their relevant means of operation; and

* The term "free cross-sectional area" means, even in the case of a pre-insulated duct, the area calculated on the basis of the inner diameter of the duct.

- .2 duct penetrations through "A" class divisions. However, the test is not required where steel sleeves are directly joined to ventilation ducts by means of riveted or screwed flanges or by welding.

7.2 *Arrangement of ducts*

7.2.1 The ventilation systems for machinery spaces of category A, vehicle spaces, ro-ro spaces, galleys, special category spaces and cargo spaces shall, in general, be separated from each other and from the ventilation systems serving other spaces. Except that the galley ventilation systems on cargo ships of less than 4,000 gross tonnage and in passenger ships carrying not more than 36 passengers, need not be completely separated, but may be served by separate ducts from a ventilation unit serving other spaces. In any case, an automatic fire damper shall be fitted in the galley ventilation duct near the ventilation unit. Ducts provided for the ventilation of machinery spaces of category A, galleys, vehicle spaces, ro-ro spaces or special category spaces shall not pass through accommodation spaces, service spaces or control stations unless they comply with the conditions specified in paragraphs 7.2.1.1.1 to 7.2.1.1.4 or 7.2.1.2.1 and 7.2.1.2.2 below:

- .1.1 the ducts are constructed of steel having a thickness of at least 3 mm and 5 mm for ducts the widths or diameters of which are up to and including 300 mm and 760 mm and over respectively and, in the case of such ducts, the widths or diameters of which are between 300 mm and 760 mm having a thickness obtained by interpolation;
- .1.2 the ducts are suitably supported and stiffened;
- .1.3 the ducts are fitted with automatic fire dampers close to the boundaries penetrated; and
- .1.4 the ducts are insulated to "A-60" class standard from the machinery spaces, galleys, vehicle spaces, ro-ro spaces or special category spaces to a point at least 5 m beyond each fire damper;

or

- .2.1 the ducts are constructed of steel in accordance with paragraphs 7.2.1.1.1 and 7.2.1.1.2; and
- .2.2 the ducts are insulated to "A-60" class standard throughout the accommodation spaces, service spaces or control stations;

except that penetrations of main zone divisions shall also comply with the requirements of paragraph 4.1.1.8.

7.2.2 Ducts provided for ventilation to accommodation spaces, service spaces or control stations shall not pass through machinery spaces of category A, galleys, vehicle spaces, ro-ro spaces or special category spaces unless they comply with the conditions specified in paragraphs 7.2.2.1.1 to 7.2.2.1.3 or 7.2.2.2.1 and 7.2.2.2.2 below:

- .1.1 the ducts where they pass through a machinery space of category A, galley, vehicle space, ro-ro space or special category space are constructed of steel in accordance with paragraphs 7.2.1.1.1 and 7.2.1.1.2;
- .1.2 automatic fire dampers are fitted close to the boundaries penetrated; and

- .1.3 the integrity of the machinery space, galley, vehicle space, ro-ro space or special category space boundaries is maintained at the penetrations;
or
- .2.1 the ducts where they pass through a machinery space of category A, galley, vehicle space, ro-ro space or special category space are constructed of steel in accordance with paragraphs 7.2.1.1.1 and 7.2.1.1.2; and
- .2.2 the ducts are insulated to "A-60" standard within the machinery space, galley, vehicle space, ro-ro space or special category space;

except that penetrations of main zone divisions shall also comply with the requirements of paragraph 4.1.1.8.

7.3 *Details of duct penetrations*

7.3.1 Where a thin plated duct with a free cross-sectional area equal to, or less than, 0.02 m^2 passes through "A" class bulkheads or decks, the opening shall be lined with a steel sheet sleeve having a thickness of at least 3 mm and a length of at least 200 mm, divided preferably into 100 mm on each side of the bulkhead or, in the case of the deck, wholly laid on the lower side of the decks pierced. Where ventilation ducts with a free cross-sectional area exceeding 0.02 m^2 pass through "A" class bulkheads or decks, the opening shall be lined with a steel sheet sleeve. However, where such ducts are of steel construction and pass through a deck or bulkhead, the ducts and sleeves shall comply with the following:

- .1 The sleeves shall have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length shall be divided preferably into 450 mm on each side of the bulkhead. These ducts, or sleeves lining such ducts, shall be provided with fire insulation. The insulation shall have at least the same fire integrity as the bulkhead or deck through which the duct passes; and
- .2 Ducts with a free cross-sectional area exceeding 0.075 m^2 shall be fitted with fire dampers in addition to the requirements of paragraph 7.3.1.1. The fire damper shall operate automatically, but shall also be capable of being closed manually from both sides of the bulkhead or deck. The damper shall be provided with an indicator which shows whether the damper is open or closed. Fire dampers are not required, however, where ducts pass through spaces surrounded by "A" class divisions, without serving those spaces, provided those ducts have the same fire integrity as the divisions which they pierce. Fire dampers shall be easily accessible. Where they are placed behind ceilings or linings, these ceilings or linings shall be provided with an inspection door on which a plate reporting the identification number of the fire damper is provided. The fire damper identification number shall also be placed on any remote controls required.

7.3.2 Ventilation ducts with a free cross-sectional area exceeding 0.02 m^2 passing through "B" class bulkheads shall be lined with steel sheet sleeves of 900 mm in length divided preferably into 450 mm on each side of the bulkheads unless the duct is of steel for this length.

7.4 *Ventilation systems for passenger ships carrying more than 36 passengers*

7.4.1 The ventilation system of a passenger ship carrying more than 36 passengers shall be in compliance with the following additional requirements.

7.4.2 In general, the ventilation fans shall be so disposed that the ducts reaching the various spaces remain within the main vertical zone.

7.4.3 Where ventilation systems penetrate decks, precautions shall be taken, in addition to those relating to the fire integrity of the deck required by paragraphs 3.1 and 4.1.1.5, to reduce the likelihood of smoke and hot gases passing from one 'tween-deck space to another through the system. In addition to insulation requirements contained in paragraph 7.4, vertical ducts shall, if necessary, be insulated as required by the appropriate table in paragraph 2.2.3.

7.4.4 Except in cargo spaces, ventilation ducts shall be constructed of the following materials:

- .1 ducts not less than 0.075 m^2 in free cross-sectional area and all vertical ducts serving more than a single 'tween-deck space shall be constructed of steel or other equivalent material;
- .2 ducts less than 0.075 m^2 in free cross-sectional area other than the vertical ducts referred to in paragraph 7.4.4.1, shall be constructed of non-combustible materials. Where such ducts penetrate "A" or "B" class division due regard shall be given to ensuring the fire integrity of the division; and
- .3 short length of duct, not in general exceeding 0.02 m^2 in free cross-sectional area nor 2 m in length, need not be non-combustible provided that all of the following conditions are met:
 - .3.1 the duct is constructed of a material which has low flame spread characteristics;
 - .3.2 the duct is used only at the terminal end of the ventilation system; and
 - .3.3 the duct is not located closer than 600mm measured along its length to a penetration of an "A" or "B" class division, including continuous "B" class ceilings.

7.4.5 Stairway enclosures shall be ventilated and served by an independent fan and duct system which shall not serve any other spaces in the ventilation systems.

7.4.6 Exhaust ducts shall be provided with hatches for inspection and cleaning. The hatches shall be located near the fire dampers.

7.5 *Exhaust ducts from galley ranges*

7.5.1 *Requirements for passenger ships carrying more than 36 passengers*

Exhaust ducts from galley ranges shall meet the requirements of paragraphs 7.2.1.2.1 and 7.2.1.2.2 and shall be fitted with:

- .1 a grease trap readily removable for cleaning unless an alternative approved grease removal system is fitted;
- .2 a fire damper located in the lower end of the duct which is automatically and remotely operated, and in addition a remotely operated fire damper located in the upper end of the duct;
- .3 a fixed means for extinguishing a fire within the duct;
- .4 remote-control arrangements for shutting off the exhaust fans and supply fans, for operating the fire dampers mentioned in paragraph 7.5.1.2 and for operating the fire-extinguishing system, which shall be placed in a position close to the entrance to the galley. Where a multi-branch system is installed, a remote means located with the above controls shall be provided to close all branches exhausting through the same main duct before an extinguishing medium is released into the system; and
- .5 suitably located hatches for inspection and cleaning.

7.5.2 Requirements for cargo ships and passenger ships carrying not more than 36 passenger ships

7.5.2.1 Where they pass through accommodation spaces or spaces containing combustible materials, the exhaust ducts from galley ranges shall be constructed of "A" class divisions. Each exhaust duct shall be fitted with:

- .1 a grease trap readily removable for cleaning;
- .2 a fire damper located in the lower end of the duct;
- .3 arrangements, operable from within the galley, for shutting off the exhaust fans; and
- .4 fixed means for extinguishing a fire within the duct.

Regulation 10

Fire Fighting

1 Purpose

The purpose of this regulation is to suppress and swiftly extinguish a fire in the space of origin. For this purpose, the following functional requirements shall be met:

- .1 fixed fire extinguishing systems shall be installed having due regard to the fire growth potential of the protected spaces; and
- .2 fire extinguishing appliances shall be readily available.

2 Water supply systems

Ships shall be provided with fire pumps, fire mains, hydrants and hoses complying with the applicable requirements of this regulation.

2.1 *Fire mains and hydrants*

2.1.1 *General*

Materials readily rendered ineffective by heat shall not be used for fire mains and hydrants unless adequately protected. The pipes and hydrants shall be so placed that the fire hoses may be easily coupled to them. The arrangement of pipes and hydrants shall be such as to avoid the possibility of freezing. Suitable drainage provisions shall be provided for fire main piping. Isolation valves shall be installed for all open deck fire main branches used for purposes other than fire fighting. In ships where deck cargo may be carried, the positions of the hydrants shall be such that they are always readily accessible and the pipes shall be arranged as far as practicable to avoid risk of damage by such cargo.

2.1.2 *Ready availability of water supply*

The arrangements for the ready availability of water supply shall be:

- .1 in passenger ships:
 - .1.1 of 1,000 gross tonnage and upwards such that at least one effective jet of water is immediately available from any hydrant in an interior location and so as to ensure the continuation of the output of water by the automatic starting of one required fire pump;
 - .1.2 of less than 1,000 gross tonnage by automatic start of at least one fire pump or by remote starting from the navigation bridge of at least one fire pump. If the pump starts automatically or if the bottom valve cannot be opened from where the pump is remotely started, the bottom valve shall always be kept open; and
 - .1.3 if fitted with periodically unattended machinery spaces in accordance with regulation II-1/54, the Administration shall determine provisions for fixed water fire-extinguishing arrangement for such spaces equivalent to those required for normally attended machinery spaces;
- .2 in cargo ships:
 - .2.1 to the satisfaction of the Administration; and
 - .2.2 with a periodically unattended machinery space or when only one person is required on watch, there shall be immediate water delivery from the fire main system at a suitable pressure, either by remote starting of one of the main fire pumps with remote starting from the navigating bridge and fire control station, if any, or permanent pressurization of the fire main system by one of the main fire pumps, except that the Administration may waive this requirement for cargo ships of less than 1,600 gross tonnage if the fire pump starting arrangement in the machinery space is in an easily accessible position.

2.1.3 *Diameter of fire mains*

The diameter of the fire main and water service pipes shall be sufficient for the effective distribution of the maximum required discharge from two fire pumps operating simultaneously, except that in the case of cargo ships the diameter need only be sufficient for the discharge of 140 m³/h.

2.1.4 *Isolating valves and relief valves*

2.1.4.1 Isolating valves to separate the section of the fire main within the machinery space containing the main fire pump or pumps from the rest of the fire main shall be fitted in an easily accessible and tenable position outside the machinery spaces. The fire main shall be so arranged that when the isolating valves are shut all the hydrants on the ship, except those in the machinery space referred to above, can be supplied with water by another fire pump or an emergency fire pump. The emergency pump, its seawater inlet, and suction and delivery pipes and isolating valves shall be located outside the machinery space. If this arrangement cannot be made, the sea-chest may be fitted in the machinery space if the valve is remotely controlled from a position in the same compartment as the emergency pump and the suction pipe is as short as practicable. Short lengths of suction or discharge piping may penetrate the machinery space, provided they are enclosed in a substantial steel casing, or are insulated to A-60 class standards. The pipes shall have substantial wall thickness, but in no case less than 11 mm, and shall be welded except for the flanged connection to the sea inlet valve.

2.1.4.2 A valve shall be fitted to serve each fire hydrant so that any fire hose may be removed while the fire pumps are in operation.

2.1.4.3 Relief valves shall be provided in conjunction with fire pumps if the pumps are capable of developing a pressure exceeding the design pressure of the water service pipes, hydrants and hoses. These valves shall be so placed and adjusted as to prevent excessive pressure in any part of the fire main system.

2.1.4.4 In tankers, isolation valves shall be fitted in the fire main at poop front in a protected position and on the tank deck at intervals of not more than 40 m to preserve the integrity of the fire main system in case of fire or explosion.

2.1.5 *Number and position of hydrants*

2.1.5.1 The number and position of hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of hose, may reach any part of the ship normally accessible to the passengers or crew while the ship is being navigated and any part of any cargo space when empty, any ro-ro space or any vehicle space in which latter case the two jets shall reach any part of the space, each from a single length of hose. Furthermore, such hydrants shall be positioned near the accesses to the protected spaces.

2.1.5.2 In addition to the requirements in the paragraph 2.1.5.1, passenger ships shall comply with the following:

- .1 in the accommodation, service and machinery spaces the number and position of hydrants shall be such that the requirements of paragraph 2.1.5.1 may be complied with when all watertight doors and all doors in main vertical zone bulkheads are closed; and
- .2 where access is provided to a machinery space of category A at a low level from an adjacent shaft tunnel, two hydrants shall be provided external to, but near the entrance to that machinery space. Where such access is provided from other spaces, in one of those spaces two hydrants shall be provided near the entrance to the machinery space of category A. Such provision need not be made where the tunnel or adjacent spaces are not part of the escape route.

2.1.6 *Pressure at hydrants*

With the two pumps simultaneously delivering water through the nozzles specified in paragraph 2.3.3, with the quantity of water as specified in paragraph 2.1.3, through any adjacent hydrants, the following minimum pressures shall be maintained at all hydrants:

- .1 for passenger ships:

4,000 gross tonnage and upwards	0.40 N/mm ²
less than 4000 gross tonnage	0.30 N/mm ² ;
- .2 for cargo ships,

6,000 gross tonnage and upwards	0.27 N/mm ²
less than 6,000 gross tonnage;	0.25 N/mm ²
and	
- .3 the maximum pressure at any hydrant shall not exceed that at which the effective control of a fire hose can be demonstrated.

2.1.7 *International shore connection*

2.1.7.1 Ships of 500 gross tonnage and upwards shall be provided with at least one international shore connection complying with the Fire Safety Systems Code.

2.1.7.2 Facilities shall be available enabling such a connection to be used on either side of the ship.

2.2 *Fire pumps*

2.2.1 *Pumps accepted as fire pumps*

Sanitary, ballast, bilge or general service pumps may be accepted as fire pumps, provided that they are not normally used for pumping oil and that if they are subject to occasional duty for the transfer or pumping of oil fuel, suitable change-over arrangements are fitted.

2.2.2 *Number of fire pumps*

Ships shall be provided with independently driven fire pumps as follows:

- | | | |
|----|--|--|
| .1 | in passenger ships of:
4,000 gross tonnage and upwards
less than 4,000 gross tonnage | at least three
at least two |
| .2 | in cargo ships of:
1,000 gross tonnage and upwards
less than 1,000 gross tonnage | at least two
at least two power driven
pumps, one of which shall be
independently driven. |

2.2.3 *Arrangement of fire pumps and fire mains*

2.2.3.1 *Fire pumps*

The arrangement of sea connections, fire pumps and their sources of power shall be as to ensure that:

- | | |
|----|---|
| .1 | in passenger ships of 1,000 gross tonnage and upwards, in the event of a fire in any one compartment all the fire pumps will not be put out of action; and |
| .2 | in passenger ships of less than 1,000 gross tonnage and in cargo ships, if a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of an emergency fire pump complying with the provisions of the Fire Safety Systems Code with its source of power and sea connection located outside the space where the main fire pumps or their sources of power are located. |

2.2.3.2 *Requirements for the space containing the emergency fire pump*

2.2.3.2.1 *Location of the space*

The space containing the fire pump shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing main fire pumps. Where this is not practicable, the common bulkhead between the two spaces shall be insulated to a standard of structural fire protection equivalent to that required for a control station in regulation 9.2.3.3.

2.2.3.2.2 *Access to the emergency fire pump*

No direct access shall be permitted between the machinery space and the space containing the emergency fire pump and its source of power. When this is impracticable, the Administration may accept an arrangement where the access is by means of an airlock with the door of the machinery space being of A-60 class standard, and the other door being at least steel, both reasonably gastight, self-closing and without any hold back arrangements. Alternatively, the access may be through a watertight door capable of being operated from a space remote from the machinery space and the space containing the emergency fire pump and unlikely to be cut off in the event of fire in those spaces. In such cases, a second means of access to the space containing the emergency fire pump and its source of power shall be provided.

2.2.3.2.3 *Ventilation of the emergency fire pump space*

Ventilation arrangements to the space containing the independent source of power for the emergency fire pump shall be such as to preclude, as far as practicable, the possibility of smoke from a machinery space fire entering or being drawn into that space.

2.3.3.3 *Additional pumps for cargo ships*

In addition, in cargo ships where other pumps, such as general service, bilge and ballast, etc., are fitted in a machinery space, arrangements shall be made to ensure that at least one of these pumps, having the capacity and pressure required by paragraphs 2.1.6.2 and 2.2.4.2, is capable of providing water to the fire main.

2.2.4 *Capacity of fire pumps*

2.2.4.1 *Total capacity of required fire pumps*

The required fire pumps shall be capable of delivering for fire-fighting purposes a quantity of water, at the pressure specified in paragraph 2.1.6, as follows:

- .1 pumps in passenger ships, the quantity of water is not less than two thirds of the quantity required to be dealt with by the bilge pumps when employed for bilge pumping; and
- .2 pumps in cargo ships, other than any emergency pump, the quantity of water is not less than four thirds of the quantity required under regulation II-1/21 to be dealt with by each of the independent bilge pumps in a passenger ship of the same dimension when employed in bilge pumping, provided that in no cargo ship need the total required capacity of the fire pumps exceed 180 m³/h.

2.2.4.2 *Capacity of each fire pump*

Each of the required fire pumps (other than any emergency pump required in paragraph 2.2.3.1.2 for cargo ships) shall have a capacity not less than 80% of the total required capacity divided by the minimum number of required fire pumps but in any case not less than 25 m³/h and each such pump shall in any event be capable of delivering at least the two required jets of water. These fire pumps shall be capable of supplying the fire main system under the required conditions. Where more pumps than the minimum of required pumps are installed such additional pumps shall have a capacity of at least 25 m³/h and shall be capable of delivering at least the two jets of water required in paragraph 2.1.5.1.

2.3 *Fire hoses and nozzles*

2.3.1 *General specifications*

2.3.1.1 Fire hoses shall be of non-perishable material approved by the Administration and shall be sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. Each hose shall be provided with a nozzle and the necessary couplings. Hoses specified in this chapter as "fire hoses" shall, together with any necessary fittings and tools, be kept ready for use in conspicuous positions near the water service hydrants or connections. Additionally, in interior locations in passenger ships carrying more than 36 passengers fire hoses shall be connected to the hydrants at all times. Fire hoses shall have a length of at least 10 m, but not more than:

- .1 15 m in machinery spaces;
- .2 20 m in other spaces and open decks; and
- .3 25 m for open decks on ships with a maximum breadth in excess of 30 m.

2.3.1.2 Unless one hose and nozzle is provided for each hydrant in the ship, there shall be complete interchangeability of hose couplings and nozzles.

2.3.2 *Number and diameter of fire hoses*

2.3.2.1 Ships shall be provided with fire hoses the number and diameter of which shall be to the satisfaction of the Administration.

2.3.2.2 In passenger ships, there shall be at least one fire hose for each of the hydrants required by paragraph 2.1.5 and these hoses shall be used only for the purposes of extinguishing fires or testing the fire-extinguishing apparatus at fire drills and surveys.

2.3.2.3 In cargo ships:

- .1 of 1,000 gross tonnage and upwards, the number of fire hoses to be provided shall be one for each 30 m length of the ship and one spare but in no case less than five in all. This number does not include any hoses required in any engine or boiler room. The Administration may increase the number of hoses required so as to ensure that hoses in sufficient number are available and accessible at all times, having regard to the type of ship and the nature of trade in which the ship is employed. Ships carrying dangerous goods in accordance with regulation 19 shall be provided with 3 hoses and nozzles, in addition to those required above; and
- .2 of less than 1,000 gross tonnage, the number of fire hoses to be provided shall be calculated in accordance with the provisions of paragraph 2.3.2.3.1. However, the number of hoses shall in no case be less than three.

2.3.3 *Size and types of nozzles*

2.3.3.1 For the purposes of this chapter, standard nozzle sizes shall be 12 mm, 16 mm and 19 mm or as near thereto as possible. Larger diameter nozzles may be permitted at the discretion of the Administration.

2.3.3.2 For accommodation and service spaces, a nozzle size greater than 12 mm need not be used.

2.3.3.3 For machinery spaces and exterior locations, the nozzle size shall be such as to obtain the maximum discharge possible from two jets at the pressure mentioned in paragraph 2.1.6 from the smallest pump, provided that a nozzle size greater than 19 mm need not be used.

2.3.3.4 Nozzles shall be of an approved dual-purpose type (i.e., spray/jet type) incorporating a shutoff.

3 Portable fire extinguishers

3.1 Type and design

Portable fire extinguishers shall comply with the requirements of the Fire Safety Systems Code.

3.2 Arrangement of fire extinguishers

3.2.1 Accommodation spaces, service spaces and control stations shall be provided with portable fire extinguishers of appropriate types and in sufficient number to the satisfaction of the Administration. Ships of 1,000 gross tonnage and upwards shall carry at least five portable fire extinguishers.

3.2.2 One of the portable fire extinguishers intended for use in any space shall be stowed near the entrance to that space.

3.2.3 Carbon dioxide fire extinguishers shall not be placed in accommodation spaces. In control stations and other spaces containing electrical or electronic equipment or appliances necessary for the safety of the ship, fire extinguishers should be provided whose extinguishing media are neither electrically conductive nor harmful to the equipment and appliances.

3.2.4 Fire extinguishers shall be situated ready for use at easily visible places, which can be reached quickly and easily at any time in the event of a fire, and in such a way that their serviceability is not impaired by the weather, vibration or other external factors. Portable fire extinguishers shall be provided with devices which indicate whether they have been used.

3.3 Spare charges

3.3.1 Spare charges shall be provided for 100% of the first 10 extinguishers and 50% of the remaining fire extinguishers capable of being recharged on board. Not more than 60 total spare charges are required. Instructions for recharging shall be carried on board.

3.3.2 For fire extinguishers which cannot be recharged onboard, additional portable fire extinguishers of the same quantity, type, capacity and number as determined in paragraph 3.3.1 above shall be provided in lieu of spare charges.

4 Fixed fire-extinguishing systems

4.1 Types of fixed fire extinguishing systems

4.1.1 A fixed fire extinguishing system required by paragraph 5 below may be any of the following systems:

- .1 a fixed gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code;
- .2 a fixed high-expansion foam fire-extinguishing system complying with the provisions of the Fire Safety Systems Code; and

- .3 a fixed pressure water-spraying fire-extinguishing system complying with the provisions of the Fire Safety Systems Code.

4.1.2 Where a fixed fire-extinguishing system not required by this chapter is installed, it shall meet the requirements of the relevant regulations of this chapter and the Fire Safety Systems Code.

4.1.3 Fire-extinguishing systems using Halon 1211, 1301, and 2402 and perfluorocarbons shall be prohibited.

4.1.4 In general, the Administration shall not permit the use of steam as a fire-extinguishing medium in fixed fire-extinguishing systems. Where the use of steam is permitted by the Administration, it shall be used only in restricted areas as an addition to the required fire-extinguishing system and shall comply with the requirements of the Fire Safety System Code.

4.2 *Closing appliances for fixed gas fire-extinguishing systems*

Where a fixed gas fire-extinguishing system is used, openings which may admit air to, or allow gas to escape from, a protected space shall be capable of being closed from outside the protected space.

4.3 *Storage rooms of fire extinguishing medium*

When the fire extinguishing medium is stored outside a protected space, it shall be stored in a room which is located behind the forward collision bulkhead, and is used for no other purposes. Any entrance to such a storage room shall preferably be from the open deck and shall be independent of the protected space. If the storage space is located below deck, it shall be located no more than one deck below the open deck and shall be directly accessible by a stairway or ladder from the open deck. Spaces which are located below deck or spaces where access from the open deck is not provided, shall be fitted with a mechanical ventilation system designed to take exhaust air from the bottom of the space and shall be sized to provide at least 6 air changes per hour. Access doors shall open outwards, and bulkheads and decks including doors and other means of closing any opening therein, which form the boundaries between such rooms and adjacent enclosed spaces shall be gastight. For the purpose of the application of tables 9.1 to 9.8, such storage rooms shall be treated as fire control stations.

4.4 *Water pumps for other fire-extinguishing systems*

Pumps, other than those serving the fire main, required for the provision of water for fire-extinguishing systems required by this chapter, their sources of power and their controls shall be installed outside the space or spaces protected by such systems and shall be so arranged that a fire in the space or spaces protected will not put any such system out of action.

5 Fire extinguishing arrangements in machinery spaces

5.1 Machinery spaces containing oil-fired boilers or oil fuel units

5.1.1 Fixed fire-extinguishing systems

Machinery spaces of category A containing oil-fired boilers or oil fuel units shall be provided with any one of the fixed fire-extinguishing systems in paragraph 4.1. In each case, if the engine and boiler rooms are not entirely separate, or if fuel oil can drain from the boiler room into the engine-room, the combined engine and boiler rooms shall be considered as one compartment.

5.1.2 Additional fire-extinguishing arrangements

5.1.2.1 There shall be in each boiler room or at an entrance outside of the boiler room at least one portable foam applicator unit complying with the provisions of the Fire Safety Systems Code.

5.1.2.2 There shall be at least two portable foam extinguishers or equivalent in each firing space in each boiler room and in each space in which a part of the oil fuel installation is situated. There shall be not less than one approved foam-type extinguisher of at least 135 l capacity or equivalent in each boiler room. These extinguishers shall be provided with hoses on reels suitable for reaching any part of the boiler room. In the case of domestic boilers of less than 175 kW an approved foam-type extinguisher of at least 135 l capacity is not required.

5.1.2.3 In each firing space there shall be a receptacle containing at least 0.1 m³ sand, sawdust impregnated with soda, or other approved dry material, along with a suitable shovel for spreading the material. An approved portable extinguisher may be substituted as an alternative.

5.2 Machinery spaces containing internal combustion machinery

5.2.1 Fixed fire-extinguishing systems

Machinery spaces of category A containing internal combustion machinery shall be provided with one of the fixed fire-extinguishing systems in paragraph 4.1.

5.2.2 Additional fire-extinguishing arrangements

5.2.2.1 There shall be at least one portable foam applicator unit complying with the provisions of the Fire Safety Systems Code.

5.2.2.2 There shall be in each such space approved foam-type fire extinguishers, each of at least 45 l capacity or equivalent, sufficient in number to enable foam or its equivalent to be directed on to any part of the fuel and lubricating oil pressure systems, gearing and other fire hazards. In addition, there shall be provided a sufficient number of portable foam extinguishers or equivalent which shall be so located that no point in the space is more than 10 m walking distance from an extinguisher and that there are at least two such extinguishers in each such space. For smaller spaces of cargo ships the Administration may consider relaxing this requirement.

5.3 *Machinery spaces containing steam turbines or enclosed steam engines*

5.3.1 *Fixed fire-extinguishing systems*

In spaces containing steam turbines or enclosed steam engines used for main propulsion or other purposes having in the aggregate a total output of not less than 375 kW, one of the fire-extinguishing systems specified in paragraph 4.1 shall be provided if such spaces are periodically unattended.

5.3.2 *Additional fire-extinguishing arrangements*

5.3.2.1 There shall be approved foam fire extinguishers each of at least 45 l capacity or equivalent sufficient in number to enable foam or its equivalent to be directed on to any part of the pressure lubrication system, on to any part of the casings enclosing pressure lubricated parts of the turbines, engines or associated gearing, and any other fire hazards. However, such extinguishers shall not be required if protection, at least equivalent to that required by this subparagraph, is provided in such spaces by a fixed fire-extinguishing system fitted in compliance with paragraph 4.1.

5.3.2.2 There shall be a sufficient number of portable foam extinguishers or equivalent which shall be so located that no point in the space is more than 10 m walking distance from an extinguisher and that there are at least two such extinguishers in each such space, except that such extinguishers shall not be required in addition to any provided in compliance with paragraph 5.1.2.2.

5.4 *Other machinery spaces*

Where, in the opinion of the Administration, a fire hazard exists in any machinery space for which no specific provisions for fire-extinguishing appliances are prescribed in paragraphs 5.1, 5.2 and 5.3, there shall be provided in, or adjacent to, that space such a number of approved portable fire extinguishers or other means of fire extinction as the Administration may deem sufficient.

5.5 *Additional requirements for passenger ships*

In passenger ships carrying more than 36 passengers, each machinery space of category A shall be provided with at least two suitable water fog applicators*.

5.6 *Fixed local application fire-fighting systems*

5.6.1 Paragraph 5.6 shall apply to passenger ships of 500 gross tonnage and above and cargo ships of 2000 gross tonnage and above.

5.6.2 Machinery spaces of category A above 500 m³ in volume shall, in addition to the fixed fire-extinguishing system required in paragraph 5.1.1, be protected by an approved type of fixed water-based or equivalent local application fire-fighting system, based on

* A water fog applicator might consist of a metal L-shaped pipe, the long limb being about 2 m in length capable of being fitted to a fire hose and the short limb being about 250 mm in length fitted with a fixed water fog nozzle or capable of being fitted with a water spray nozzle.

the guidelines developed by the Organization*. In the case of periodically unattended machinery spaces, the fire fighting system shall have both automatic and manual release capabilities. In the case of continuously manned machinery spaces, the fire-fighting system is only required to have a manual release capability.

5.6.3 Fixed local application fire-fighting systems are to protect areas such as the following without the necessity of engine shutdown, personnel evacuation, or sealing of the spaces:

- .1 the fire hazard portions of internal combustion machinery used for the ship's main propulsion and power generation;
- .2 boiler fronts;
- .3 the fire hazard portions of incinerators; and
- .4 purifiers for heated fuel oil.

5.6.4 Activation of any local application system shall give a visual and distinct audible alarm in the protected space and at continuously manned stations. The alarm shall indicate the specific system activated. The system alarm requirements described within this paragraph are in addition to, and not a substitute for, the detection and fire alarm system required elsewhere in this chapter.

6 Fire-extinguishing arrangements in control stations, accommodation and service spaces

6.1 Sprinkler systems in passenger ships

6.1.1 Passenger ships carrying more than 36 passengers shall be equipped with an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the requirements of the Fire Safety Systems Code in all control stations, accommodation and service spaces, including corridors and stairways. Alternatively, control stations, where water may cause damage to essential equipment, may be fitted with an approved fixed fire-extinguishing system of another type. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with an automatic sprinkler system.

6.1.2 In passenger ships carrying not more than 36 passengers, when a fixed smoke detection and fire alarm system complying with the provisions of the Fire Safety Systems Code is provided only in corridors, stairways and escape routes within accommodation spaces, an automatic sprinkler system shall be installed in accordance with regulation 7.5.3.2.

6.2 Sprinkler systems for cargo ships

In ships in which method IIC specified in regulation 9.2.3.1.1.2 is adopted, an automatic sprinkler, fire detection and fire alarm system shall be fitted in accordance with the requirements in regulation 7.5.3.2.

* Refer to the Guidelines for the approval of fixed water-based local application fire-fighting systems for use in category A machinery spaces (MSC/Circ.913)

6.3 *Spaces containing flammable liquid*

6.3.1 Paint lockers shall be protected by:

- .1 a carbon dioxide system, designed to give a minimum volume of free gas equal to 40% of the gross volume of the protected space;
- .2 a dry powder system, designed for at least 0.5 kg powder/m³;
- .3 a water spraying or sprinkler system, designed for 5 l/m² min. Water spraying systems may be connected to the fire main of the ship; or
- .4 a system providing equivalent protection, as determined by the Administration.

In any case, the system shall be operable from outside the protected space.

6.3.2 Flammable liquid lockers shall be protected by an appropriate fire-extinguishing arrangement approved by the Administration.

6.3.3 For lockers of a deck area of less than 4 m², which do not give access to accommodation spaces, a carbon dioxide portable fire extinguisher sized to provide a minimum volume of free gas equal to 40% of the gross volume of the space may be accepted in lieu of a fixed system. A discharge port shall be arranged in the locker to allow the discharge of the extinguisher without having to enter into the protected space. The required portable fire extinguisher shall be stowed adjacent to the port. Alternatively, a port or hose connection may be provided to facilitate the use of fire main water.

6.4 *Deep-fat cooking equipment*

Deep-fat cooking equipment shall be fitted with the following:

- .1 an automatic or manual extinguishing system tested to an international standard acceptable to the Organization;*
- .2 a primary and backup thermostat with an alarm to alert the operator in the event of failure of either thermostat;
- .3 arrangements for automatically shutting off the electrical power upon activation of the extinguishing system;
- .4 an alarm for indicating operation of the extinguishing system in the galley where the equipment is installed; and
- .5 controls for manual operation of the extinguishing system which are clearly labelled for ready use by the crew.

* Refer to the recommendations by the International Organization for Standardization, in particular, Publication ISO 15371:2000 on *Fire-extinguishing systems for protection of galley deep-fat cooking equipment*.

7 Fire-extinguishing arrangements in cargo spaces

7.1 Fixed gas fire-extinguishing systems for general cargo

7.1.1 Except as provided for in paragraph 7.2, the cargo spaces of passenger ships of 1,000 gross tonnage and upwards shall be protected by a fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code or by a fixed high expansion foam fire-extinguishing system which gives equivalent protection.

7.1.2 Where it is shown to the satisfaction of the Administration that a passenger ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of paragraph 7.1.1 and also in ships of less than 1,000 gross tonnage, the arrangements in cargo spaces shall be to the satisfaction of the Administration, provided that the ship is fitted with steel hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces.

7.1.3 Except for ro-ro and vehicle spaces, cargo spaces on cargo ships of 2,000 gross tonnage and upwards shall be protected by a fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code, or by a fire-extinguishing system which gives equivalent protection.

7.1.4 The Administration may exempt from the requirements of paragraphs 7.1.3 and 7.2, cargo spaces of any cargo ship if constructed, and solely intended for, the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which, in the opinion of the Administration, constitute a low fire risk*. Such exemptions may be granted only if the ship is fitted with steel hatch covers and effective means of closing ventilators and other openings leading to the cargo spaces. When such exemptions are granted, the Administration shall issue an Exemption Certificate, irrespective of the date of construction of the ship concerned, in accordance with regulation I/12(a)(vi), and shall ensure that the list of cargoes the ship is permitted to carry is attached to the Exemption Certificate.

7.2 Fixed gas fire-extinguishing systems for dangerous goods

A ship engaged in the carriage of dangerous goods in any cargo spaces shall be provided with a fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code or with a fire-extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargoes carried.

8 Cargo tank protection

8.1 Fixed deck foam systems

8.1.1 For tankers of 20,000 tonnes deadweight and upwards, a fixed deck foam system shall be provided in accordance with the requirements of the Fire Safety Systems Code, except that, in lieu of the above, the Administration, after having given consideration to the ship's arrangement and equipment, may accept other fixed installations if they afford protection

* Refer to the Code of Safe Practice for Solid Bulk Cargoes – Emergency Schedule B14, entry for coal and to the List of solid bulk cargoes which are non-combustible or constitute a low fire risk or for which a fixed gas fire-extinguishing system is ineffective (MSC/ Circ.671).

equivalent to the above, in accordance with regulation I/5. The requirements for alternative fixed installations shall comply with the requirements in paragraph 8.1.2.

8.1.2 In accordance with paragraph 8.1.1, where the Administration accepts an equivalent fixed installation in lieu of the fixed deck foam system, the installation shall:

- .1 be capable of extinguishing spill fires and also preclude ignition of spilled oil not yet ignited; and
- .2 be capable of combating fires in ruptured tanks.

8.1.3 Tankers of less than 20,000 tonnes deadweight shall be provided with a deck foam system complying with the requirements of the Fire Safety Systems Code.

9 Protection of cargo pump rooms

9.1 Fixed fire-extinguishing systems

Each cargo pump-room shall be provided with one of the following fixed fire-extinguishing systems operated from a readily accessible position outside the pump-room. Cargo pump-rooms shall be provided with a system suitable for machinery spaces of category A.

9.1.1 A carbon dioxide system complying with the provisions the Fire Safety Systems Code and with the following:

- .1 the alarms giving audible warning of the release of fire-extinguishing medium shall be safe for use in a flammable cargo vapour/air mixture; and
- .2 a notice shall be exhibited at the controls stating that due to the electrostatic ignition hazard, the system is to be used only for fire extinguishing and not for inerting purposes.

9.1.2 A high-expansion foam system complying with the provisions of the Fire Safety Systems Code, provided that the foam concentrate supply is suitable for extinguishing fires involving the cargoes carried.

9.1.3 A fixed pressure water-spraying system complying with the provisions of the Fire Safety Systems Code.

9.2 Quantity of fire-extinguishing medium

Where the extinguishing medium used in the cargo pump-room system is also used in systems serving other spaces, the quantity of medium provided or its delivery rate need not be more than the maximum required for the largest compartment.

10 Fire-fighter's outfits

10.1 Types of fire-fighter's outfits

Fire-fighter's outfits shall comply with the Fire Safety Systems Code.

10.2 Number of fire-fighter's outfits

10.2.1 Ships shall carry at least two fire-fighter's outfits.

10.2.2 In addition, in passenger ships there shall be provided:

- .1 for every 80 m, or part thereof, of the aggregate of the lengths of all passenger spaces and service spaces on the deck which carries such spaces or, if there is more than one such deck, on the deck which has the largest aggregate of such lengths, two fire-fighter's outfits and, in addition, two sets of personal equipment, each set comprising the items stipulated in the Fire Safety Systems Code. In passenger ships carrying more than 36 passengers, two additional fire-fighter's outfits shall be provided for each main vertical zone. However, for stairway enclosures which constitute individual main vertical zones and for the main vertical zones in the fore or aft end of a ship which do not contain spaces of categories (6), (7), (8) or (12) defined in regulation 9.2.2.3, no additional fire-fighter's outfits are required; and
- .2 ships carrying more than 36 passengers, for each pair of breathing apparatus there shall be provided one water fog applicator which shall be stored adjacent to such apparatus.

10.2.3 In addition, in tankers, two fire-fighter's outfits shall be provided.

10.2.4 The Administration may require additional sets of personal equipment and breathing apparatus, having due regard to the size and type of the ship.

10.2.5 Two spare charges shall be provided for each required breathing apparatus. Passenger ships carrying not more than 36 passengers and cargo ships that are equipped with suitably located means for fully recharging the air cylinders free from contamination, need carry only one spare charge for each required apparatus. In passenger ships carrying more than 36 passengers, at least two spare charges for each breathing apparatus shall be provided.

10.3 Storage of fire-fighter's outfits

10.3.1 The fire-fighter's outfits or sets of personal equipment shall be kept ready for use in an easily accessible location that is permanently and clearly marked and, where more than one fire-fighter's outfit or more than one set of personal equipment is carried, they shall be stored in widely separated positions.

10.3.2 In passenger ships, at least two fire-fighter's outfits and, in addition, one set of personal equipment shall be available at any one position. At least two fire-fighter's outfits shall be stored in each main vertical zone.

Regulation 11

Structural Integrity

1 Purpose

The purpose of this regulation is to maintain structural integrity of the ship preventing partial or whole collapse of the ship structures due to strength deterioration by heat. For this purpose, materials used in the ships' structure shall ensure that the structural integrity is not degraded due to fire.

2 Material of hull, superstructures, structural bulkheads, decks and deckhouses

The hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material. For the purpose of applying the definition of steel or other equivalent material as given in regulation 3.43 the "applicable fire exposure" shall be according to the integrity and insulation standards given in tables 9.1 to 9.4. For example, where divisions such as decks or sides and ends of deckhouses are permitted to have "B-0" fire integrity, the "applicable fire exposure" shall be half an hour.

3 Structure of aluminium alloy

Unless otherwise specified in paragraph 2, in cases where any part of the structure is of aluminium alloy, the following shall apply:

- .1 the insulation of aluminium alloy components of "A" or "B" class divisions, except structure which, in the opinion of the Administration, is non-load-bearing, shall be such that the temperature of the structural core does not rise more than 200°C above the ambient temperature at any time during the applicable fire exposure to the standard fire test; and
- .2 special attention shall be given to the insulation of aluminium alloy components of columns, stanchions and other structural members required to support lifeboat and liferaft stowage, launching and embarkation areas, and "A" and "B" class divisions to ensure:
 - .2.1 that for such members supporting lifeboat and liferaft areas and "A" class divisions, the temperature rise limitation specified in paragraph 3.1 shall apply at the end of one hour; and
 - .2.2 that for such members required to support "B" class divisions, the temperature rise limitation specified in paragraph 3.1 shall apply at the end of half an hour.

4 Machinery spaces of category A

4.1 Crowns and casings

Crowns and casings of machinery spaces of category A shall be of steel construction and shall be insulated as required by tables 9.5 and 9.7, as appropriate.

4.2 *Floor plating*

The floor plating of normal passageways in machinery spaces of category A shall be made of steel.

5 **Materials of overboard fittings**

Materials readily rendered ineffective by heat shall not be used for overboard scuppers, sanitary discharges, and other outlets which are close to the waterline and where the failure of the material in the event of fire would give rise to danger of flooding.

6 **Protection of cargo tank structure against pressure or vacuum in tankers**

6.1 *General*

The venting arrangements shall be so designed and operated as to ensure that neither pressure nor vacuum in cargo tanks shall exceed design parameters and be such as to provide for:

- .1 the flow of the small volumes of vapour, air or inert gas mixtures caused by thermal variations in a cargo tank in all cases through pressure/vacuum valves; and
- .2 the passage of large volumes of vapour, air or inert gas mixtures during cargo loading and ballasting, or during discharging.

6.2 *Openings for small flow by thermal variations*

Openings for pressure release required by paragraph 6.1.1 shall:

- .1 have as great a height as is practicable above the cargo tank deck to obtain maximum dispersal of flammable vapours, but in no case less than 2 m above the cargo tank deck; and
- .2 be arranged at the furthest distance practicable but not less than 5 m from the nearest air intakes and openings to enclosed spaces containing a source of ignition and from deck machinery and equipment which may constitute an ignition hazard. Anchor windlass and chain locker openings constitute an ignition hazard.

6.3 *Safety measures in cargo tanks*

6.3.1 *Preventive measures against liquid rising in the venting system*

Provisions shall be made to guard against liquid rising in the venting system to a height which would exceed the design head of cargo tanks. This shall be accomplished by high-level alarms or overflow control systems or other equivalent means, together with independent gauging devices and cargo tank filling procedures. For the purposes of this regulation, spill valves are not considered equivalent to an overflow system.

6.3.2 *Secondary means for pressure/vacuum relief*

A secondary means of allowing full flow relief of vapour, air or inert gas mixtures to prevent over-pressure or under-pressure in the event of failure of the arrangements in paragraph 6.1.2.

Alternatively, pressure sensors may be fitted in each tank protected by the arrangement required in paragraph 6.1.2, with a monitoring system in the ship's cargo control room or the position from which cargo operations are normally carried out. Such monitoring equipment shall also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank.

6.3.3 *Bypasses in vent mains*

Pressure/vacuum valves required by paragraph 6.1.1 may be provided with a bypass arrangement when they are located in a vent main or masthead riser. Where such an arrangement is provided there shall be suitable indicators to show whether the bypass is open or closed.

6.3.4 *Pressure/vacuum-breaking devices*

One or more pressure/vacuum-breaking devices shall be provided to prevent the cargo tanks from being subject to:

- .1 a positive pressure, in excess of the test pressure of the cargo tank, if the cargo were to be loaded at the maximum rated capacity and all other outlets are left shut; and
- .2 a negative pressure in excess of 700 mm water gauge if cargo were to be discharged at the maximum rated capacity of the cargo pumps and the inert gas blowers were to fail.

Such devices shall be installed on the inert gas main unless they are installed in the venting system required by regulation 4.5.3.1 or on individual cargo tanks. The location and design of the devices shall be in accordance with regulation 4.5.3 and paragraph 6.

6.4 *Size of vent outlets*

Vent outlets for cargo loading, discharging and ballasting required by paragraph 6.1.2 shall be designed on the basis of the maximum designed loading rate multiplied by a factor of at least 1.25 to take account of gas evolution, in order to prevent the pressure in any cargo tank from exceeding the design pressure. The master shall be provided with information regarding the maximum permissible loading rate for each cargo tank and in the case of combined venting systems, for each group of cargo tanks.

PART D - ESCAPE

Regulation 12

Notification of crew and passengers

1 Purpose

The purpose of this regulation is to notify crew and passengers of a fire for safe evacuation. For this purpose, a general emergency alarm system and a public address system shall be provided.

2 General emergency alarm system

A general emergency alarm system required by regulation III/6.4.2 shall be used for notifying crew and passengers of a fire.

3 Public address systems in passenger ships

A public address system or other effective means of communication complying with the requirements of regulation III/6.5 shall be available throughout the accommodation and service spaces and control stations and open decks.

Regulation 13

Means of escape

1 Purpose

The purpose of this regulation is to provide means of escape so that persons onboard can safely and swiftly escape to the lifeboat and liferaft embarkation deck. For this purpose, the following functional requirements shall be met:

- .1 safe escape routes shall be provided;
- .2 escape routes shall be maintained in a safe condition, clear of obstacles; and
- .3 additional aids for escape shall be provided as necessary to ensure accessibility, clear marking, and adequate design for emergency situations.

2 General requirements

2.1 Unless expressly provided otherwise in this regulation, at least two widely separated and ready means of escape shall be provided from all spaces or group of spaces.

2.2 Lifts shall not be considered as forming one of the means of escape as required by this regulation.

3 Means of escape from control stations, accommodation and service spaces

3.1 General requirements

3.1.1 Stairways and ladders shall be so arranged as to provide ready means of escape to the lifeboat and liferaft embarkation deck from passenger and crew accommodation spaces and from spaces in which the crew is normally employed, other than machinery spaces.

3.1.2 Unless expressly provided otherwise in this regulation, a corridor, lobby, or part of a corridor from which there is only one route of escape shall be prohibited. Dead-end corridors used in service areas which are necessary for the practical utility of the ship, such as fuel oil stations and athwartship supply corridors, shall be permitted, provided such dead-end corridors are separated from crew accommodation areas and are inaccessible from passenger accommodation areas. Also, a part of a corridor that has a depth not exceeding its width is considered a recess or local extension and is permitted.

3.1.3 All stairways in accommodation and service spaces and control stations shall be of steel frame construction except where the Administration sanctions the use of other equivalent material.

3.1.4 If a radiotelegraph station has no direct access to the open deck, two means of escape from or access to, the station shall be provided, one of which may be a porthole or window of sufficient size or other means to the satisfaction of the Administration.

3.1.5 Doors in escape routes shall, in general, open in-way of the direction of escape, except that:

- .1 individual cabin doors may open into the cabins in order to avoid injury to persons in the corridor when the door is opened; and
- .2 doors in vertical emergency escape trunks may open out of the trunk in order to permit the trunk to be used both for escape and for access.

3.2 *Means of escape in passenger ships*

3.2.1 *Escape from spaces below the bulkhead deck*

3.2.1.1 Below the bulkhead deck two means of escape, at least one of which shall be independent of watertight doors, shall be provided from each watertight compartment or similarly restricted space or group of spaces. Exceptionally, the Administration may dispense with one of the means of escape for crew spaces that are entered only occasionally, if the required escape route is independent of watertight doors.

3.2.1.2 Where the Administration has granted dispensation under the provisions of paragraph 3.2.1.1, this sole means of escape shall provide safe escape. However, stairways shall not be less than 800 mm in clear width with handrails on both sides.

3.2.2 *Escape from spaces above the bulkhead deck*

Above the bulkhead deck there shall be at least two means of escape from each main vertical zone or similarly restricted space or group of spaces at least one of which shall give access to a stairway forming a vertical escape.

3.2.3 *Direct access to stairway enclosures*

Stairway enclosures in accommodation and service spaces shall have direct access to the corridors and be of a sufficient area to prevent congestion, having in view the number of persons likely to use them in an emergency. Within the perimeter of such stairway enclosures, only public toilets, lockers of non-combustible material providing storage for non-hazardous safety equipment and open information counters are permitted. Only public spaces, corridors, lifts, public toilets, special category spaces and open ro-ro spaces to which any passengers carried can have access, other escape stairways required by paragraph 3.2.4.1 and external areas are permitted to have direct access to these stairway enclosures. Small corridors or "lobbies" used to separate an enclosed stairway from galleys or main laundries may have direct access to the stairway provided they have a minimum deck area of 4.5 m², a width of no less than 900 mm and contain a fire hose station.

3.2.4 *Details of means of escape*

3.2.4.1 At least one of the means of escape required by paragraphs 3.2.1.1 and 3.2.2 shall consist of a readily accessible enclosed stairway, which shall provide continuous fire shelter from the level of its origin to the appropriate lifeboat and liferaft embarkation decks, or to the uppermost weather deck if the embarkation deck does not extend to the main vertical zone being considered. In the latter case, direct access to the embarkation deck by way of external open stairways and passageways shall be provided and shall have emergency lighting in accordance with regulation III/11.5 and slip-free surfaces underfoot. Boundaries facing external open stairways and passageways forming part of an escape route and boundaries in such a position that their failure during a fire would impede escape to the embarkation deck shall have fire integrity, including insulation values, in accordance with tables 9.1 to 9.4, as appropriate.

3.2.4.2 Protection of access from the stairway enclosures to the lifeboat and liferaft embarkation areas shall be provided either directly or through protected internal routes which have fire integrity and insulation values for stairway enclosures as determined by tables 9.1 to 9.4, as appropriate.

3.2.4.3 Stairways serving only a space and a balcony in that space shall not be considered as forming one of the required means of escape.

3.2.4.4 Each level within an atrium shall have two means of escape, one of which shall give direct access to an enclosed vertical means of escape meeting the requirements of paragraph 3.2.4.1.

3.2.4.5 The widths, number and continuity of escapes shall be in accordance with the requirements in the Fire Safety Systems Code.

3.2.5 *Marking of escape routes*

3.2.5.1 In addition to the emergency lighting required by regulations II-1/42 and III/11.5, the means of escape, including stairways and exits, shall be marked by lighting or photoluminescent strip indicators placed not more than 300 mm above the deck at all points of the escape route including angles and intersections. The marking must enable passengers to identify the routes of escape and readily identify the escape exits. If electric illumination is used, it shall be supplied by the emergency source of power and it shall be so arranged that the failure of any single light or cut in a lighting strip will not result in the marking being ineffective. Additionally, escape route signs and fire equipment location markings shall be of photoluminescent material or marked by lighting. The Administration shall ensure that such lighting or photoluminescent equipment has been evaluated, tested and applied in accordance with the Fire Safety Systems Code.

3.2.5.2 In passenger ships carrying more than 36 passengers, the requirements of the paragraph 3.2.5.1 shall also apply to the crew accommodation areas.

3.2.6 *Normally locked doors that form part of an escape route*

3.2.6.1 Cabin and stateroom doors shall not require keys to unlock them from inside the room. Neither shall there be any doors along any designated escape route which require keys to unlock them when moving in the direction of escape.

3.2.6.2 Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow. Quick release mechanisms shall be designed and installed to the satisfaction of the Administration and, in particular:

- .1 consist of bars or panels, the actuating portion of which extends across at least one half of the width of the door leaf, at least 760 mm and not more than 1120 mm above the deck;
- .2 cause the door latch to release when a force not exceeding 67 N is applied; and
- .3 not be equipped with any locking device, set screw or other arrangement that prevents the release of the latch when pressure is applied to the releasing device.

3.3 *Means of escape in cargo ships*

3.3.1 *General*

At all levels of accommodation there shall be provided at least two widely separated means of escape from each restricted space or group of spaces.

3.3.2 *Escape from spaces below the lowest open deck*

Below the lowest open deck the main means of escape shall be a stairway and the second escape may be a trunk or a stairway.

3.3.3 *Escape from spaces above the lowest open deck*

Above the lowest open deck the means of escape shall be stairways or doors to an open deck or a combination thereof.

3.3.4 *Dead-end corridors*

No dead-end corridors having a length of more than 7 m shall be accepted.

3.3.5 *Width and continuity of escape routes*

The width, number and continuity of escape routes shall be in accordance with the requirements in the Fire Safety Systems Code.

3.3.6 *Dispensation from two means of escape*

Exceptionally the Administration may dispense with one of the means of escape, for crew spaces that are entered only occasionally, if the required escape route is independent of watertight doors.

3.4 *Emergency escape breathing devices**

3.4.1 Emergency escape breathing devices shall comply with the Fire Safety Systems Code. Spare emergency escape breathing devices shall be kept onboard.

3.4.2 All ships shall carry at least two emergency escape breathing devices within accommodation spaces.

3.4.3 In passenger ships, at least two emergency escape breathing devices shall be carried in each main vertical zone.

3.4.4 In passenger ships carrying more than 36 passengers, two emergency escape breathing devices, in addition to those required in paragraph 3.4.3 above, shall be carried in each main vertical zone.

3.4.5 However, paragraphs 3.4.3 and 3.4.4 do not apply to stairway enclosures which constitute individual main vertical zones and for the main vertical zones in the fore or aft end of a ship which do not contain spaces of categories (6), (7), (8) or (12) defined in regulation 9.2.2.3.

4 Means of escape from machinery spaces

4.1 *Means of escape on passenger ships*

Means of escape from each machinery space in passenger ships shall comply with the following provisions.

4.1.1 *Escape from spaces below the bulkhead deck*

Where the space is below the bulkhead deck the two means of escape shall consist of either:

- .1 two sets of steel ladders as widely separated as possible, leading to doors in the upper part of the space similarly separated and from which access is provided to the appropriate lifeboat and liferaft embarkation decks. One of these ladders shall be located within a protected enclosure that satisfies regulation 9.2.2.3, category (2), or regulation 9.2.2.4, category (4), as appropriate, against the space it serves from the lower part of the space to a safe position outside the space. Self-closing fire doors of the same fire integrity standards shall be fitted in the enclosure. The ladder shall be fixed in such a way that heat is not transferred into the enclosure through non-insulated fixing points. The protected enclosure shall have minimum internal dimensions of at least 800 mm x 800 mm, and shall have emergency lighting provisions; or
- .2 one steel ladder leading to a door in the upper part of the space from which access is provided to the embarkation deck and additionally, in the lower part of the space and in a position well separated from the ladder referred to, a steel door capable of being operated from each side and which provides access to a safe escape route from the lower part of the space to the embarkation deck.

* Refer to the Guidelines for the performance, location, use and care of emergency escape breathing devices (MSC/Circ.849).

4.1.2 *Escape from spaces above the bulkhead deck*

Where the space is above the bulkhead deck, the two means of escape shall be as widely separated as possible and the doors leading from such means of escape shall be in a position from which access is provided to the appropriate lifeboat and liferaft embarkation decks. Where such means of escape require the use of ladders, these shall be of steel.

4.1.3 *Dispensation from two means of escape*

In a ship of less than 1,000 gross tonnage, the Administration may dispense with one of the means of escape, due regard being paid to the width and disposition of the upper part of the space. In a ship of 1,000 gross tonnage and above, the Administration may dispense with one means of escape from any such space, including a normally unattended auxiliary machinery space, so long as either a door or a steel ladder provides a safe escape route to the embarkation deck, due regard being paid to the nature and location of the space and whether persons are normally employed in that space. In the steering gear space, a second means of escape shall be provided when the emergency steering position is located in that space unless there is direct access to the open deck.

4.1.4 *Escape from machinery control rooms*

Two means of escape shall be provided from a machinery control room located within a machinery space, at least one of which will provide continuous fire shelter to a safe position outside the machinery space.

4.2 *Means of escape of cargo ships*

Means of escape from each machinery space in cargo ships shall comply with the following provisions.

4.2.1 *Escape from machinery spaces of category A*

Except as provided in paragraph 4.2.2, two means of escape shall be provided from each machinery space of category A. In particular, one of the following provisions shall be complied with:

- .1 two sets of steel ladders as widely separated as possible leading to doors in the upper part of the space similarly separated and from which access is provided to the open deck. One of these ladders shall be located within a protected enclosure that satisfies regulation 9.2.3.3, category (4), against the space it serves from the lower part of the space to a safe position outside the space. Self-closing fire doors of the same fire integrity standards shall be fitted in the enclosure. The ladder shall be fixed in such a way that heat is not transferred into the enclosure through non-insulated fixing points. The enclosure shall have minimum internal dimensions of at least 800 mm x 800 mm, and shall have emergency lighting provisions; or
- .2 one steel ladder leading to a door in the upper part of the space from which access is provided to the open deck and, additionally, in the lower part of the space and in a position well separated from the ladder referred to, a steel door capable of being operated from each side and which provides access to a safe escape route from the lower part of the space to the open deck.

4.2.2 *Dispensation from two means of escape*

In a ship of less than 1,000 gross tonnage, the Administration may dispense with one of the means of escape required under paragraph 4.2.1, due regard being paid to the dimension and disposition of the upper part of the space. In addition, the means of escape from machinery spaces of category A need not comply with the requirement for an enclosed fire shelter listed in paragraph 4.2.1.1. In the steering gear space, a second means of escape shall be provided when the emergency steering position is located in that space unless there is direct access to the open deck.

4.2.3 *Escape from machinery spaces other than those of category A*

From machinery spaces other than those of category A, two escape routes shall be provided except that a single escape route may be accepted for spaces that are entered only occasionally, and for spaces where the maximum travel distance to the door is 5 m or less.

4.3 *Emergency escape breathing devices*

4.3.1 On all ships, within the machinery spaces, emergency escape breathing devices shall be situated ready for use at easily visible places, which can be reached quickly and easily at any time in the event of fire. The location of emergency escape breathing devices shall take into account the layout of the machinery space and the number of persons normally working in the spaces.*

4.3.2 The number and location of these devices shall be indicated in the fire control plan required in regulation 15.2.4.

4.3.3 Emergency escape breathing devices shall comply with the Fire Safety Systems Code.

5 Means of escape on passenger ships from special category and open ro-ro spaces to which any passengers carried can have access

5.1 In special category and open ro-ro spaces to which any passengers carried can have access, the number and locations of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the Administration and, in general, the safety of access to the embarkation deck shall be at least equivalent to that provided for under paragraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2. Such spaces shall be provided with designated walkways to the means of escape with a breadth of at least 600 mm. The parking arrangements for the vehicles shall maintain the walkways clear at all times.

5.2 One of the escape routes from the machinery spaces where the crew is normally employed shall avoid direct access to any special category space.

6 Means of escape from ro-ro spaces

Two means of escape shall be provided in ro-ro spaces where the crew are normally employed. The escape routes shall provide a safe escape to the lifeboat and liferaft embarkation decks and shall be located at the fore and aft ends of the space.

* Refer to the Guidelines for the performance, location, use and care of emergency escape breathing devices (MSC/Circ.849).

7 Additional requirements for ro-ro passenger ships

7.1 General

7.1.1 Escape routes shall be provided from every normally occupied space on the ship to an assembly station. These escape routes shall be arranged so as to provide the most direct route possible to the assembly station^{*}, and shall be marked with symbols based on the guidelines developed by the Organization.^{**}

7.1.2 The escape route from cabins to stairway enclosures shall be as direct as possible, with a minimum number of changes in direction. It shall not be necessary to cross from one side of the ship to the other to reach an escape route. It shall not be necessary to climb more than two decks up or down in order to reach an assembly station or open deck from any passenger space.

7.1.3 External routes shall be provided from open decks, as referred to in paragraph 7.1.2, to the survival craft embarkation stations.

7.1.4 Where enclosed spaces adjoin an open deck, openings from the enclosed space to the open deck shall, where practicable, be capable of being used as an emergency exit.

7.1.5 Escape routes shall not be obstructed by furniture and other obstructions. With the exception of tables and chairs which may be cleared to provide open space, cabinets and other heavy furnishings in public spaces and along escape routes shall be secured in place to prevent shifting if the ship rolls or lists. Floor coverings shall also be secured in place. When the ship is underway, escape routes shall be kept clear of obstructions such as cleaning carts, bedding, luggage and boxes of goods.

7.2 Instruction of safe escape

7.2.1 Decks shall be sequentially numbered, starting with "1" at the tank top or lowest deck. The numbers shall be prominently displayed at stair landings and lift lobbies. Decks may also be named, but the deck number shall always be displayed with the name.

7.2.2 Simple "mimic" plans showing the "you are here" position and escape routes marked by arrows, shall be prominently displayed on the inside of each cabin door and in public spaces. The plan shall show the directions of escape and shall be properly oriented in relation to its position on the ship.

7.3 Strength of handrails and corridors

7.3.1 Handrails or other handholds shall be provided in corridors along the entire escape route so that a firm handhold is available at every step of the way, where possible, to the assembly stations and embarkation stations. Such handrails shall be provided on both sides of longitudinal corridors more than 1.8 m in width and transverse corridors more than 1 m in width. Particular attention shall be paid to the need to be able to cross lobbies, atriums and other large open spaces along escape routes. Handrails and other handholds shall be of such

^{*} Refer to the Indication of the "assembly stations" in passenger ships (MSC/Circ.777)

^{**} Refer to the Symbols related to lifesaving appliances and arrangements adopted by the Organization by resolution A.760(18).

strength as to withstand a distributed horizontal load of 750 N/m applied in the direction of the centre of the corridor or space, and a distributed vertical load of 750 N/m applied in the downward direction. The two loads need not be applied simultaneously.

7.3.2 The lowest 0.5 m of bulkheads and other partitions forming vertical divisions along escape routes shall be able to sustain a load of 750 N/m to allow them to be used as walking surfaces from the side of the escape route with the ship at large angles of heel.

7.4 *Evacuation analysis**

Escape routes shall be evaluated by an evacuation analysis early in the design process. The analysis shall be used to identify and eliminate, as far as practicable, congestion which may develop during an abandonment, due to normal movement of passengers and crew along escape routes, including the possibility that crew may need to move along these routes in a direction opposite the movement of passengers. In addition, the analysis shall be used to demonstrate that escape arrangements are sufficiently flexible to provide for the possibility that certain escape routes, assembly stations, embarkation stations or survival craft may not be available as a result of a casualty.

PART E - OPERATIONAL REQUIREMENTS

Regulation 14

Operational readiness and maintenance

1 Purpose

The purpose of this regulation is to maintain and monitor the effectiveness of the fire safety measures the ship is provided with. For this purpose, the following functional requirements shall be met:

- .1 fire protection systems and fire-fighting systems and appliances shall be maintained ready for use; and
- .2 fire protection systems and fire-fighting systems and appliances shall be properly tested and inspected.

2 General requirements

At all times while the ship is in service, the requirements of paragraph 1.1 shall be complied with. A ship is not in service when:

- .1 it is in for repairs or lay-up (either at anchor or in port) or in dry-dock;
- .2 it is declared not in service by the owner or the owner's representative; and
- .3 in the case of passenger ships, there are no passengers on board.

* Refer to the Interim Guidelines for a simplified evacuation analysis of ro-ro passenger ships (MSC/Circ.909).

2.1 *Operational readiness*

2.1.1 The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs:

- .1 structural fire protection including fire resisting divisions, and protection of openings and penetrations in these divisions;
- .2 fire detection and fire alarm systems; and
- .3 means of escape systems and appliances.

2.1.2 Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Portable extinguishers which have been discharged shall be immediately recharged or replaced with an equivalent unit.

2.2 *Maintenance, testing and inspections*

2.2.1 Maintenance, testing and inspections shall be carried out based on the guidelines developed by the Organization* and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances.

2.2.2 The maintenance plan shall be kept on board the ship and shall be available for inspection whenever required by the Administration.

2.2.3 The maintenance plan shall include at least the following fire protection systems and fire-fighting systems and appliances, where installed:

- .1 fire mains, fire pumps and hydrants including hoses, nozzles and international shore connections;
- .2 fixed fire detection and fire alarm systems;
- .3 fixed fire-extinguishing systems and other fire extinguishing appliances;
- .4 automatic sprinkler, fire detection and fire alarm systems;
- .5 ventilation systems including fire and smoke dampers, fans and their controls;
- .6 emergency shut down of fuel supply;
- .7 fire doors including their controls;
- .8 general emergency alarm systems;
- .9 emergency escape breathing devices;
- .10 portable fire extinguishers including space charges; and
- .11 fire-fighter's outfits.

* Refer to the Guidelines on maintenance and inspection of fire protection systems and appliances (MSC/Circ.850).

2.2.4 The maintenance programme may be computer-based.

3 Additional requirements for passenger ships

In addition to the fire protection systems and appliances listed in paragraph 2.2.3, ships carrying more than 36 passengers shall develop a maintenance plan for low-location lighting and public address systems.

4 Additional requirements for tankers

In addition to the fire protection systems and appliances listed in paragraph 2.2.3, tankers shall develop a maintenance plan for:

- .1 inert gas systems;
- .2 deck foam systems;
- .3 fire safety arrangements in cargo pump rooms; and
- .4 flammable gas detectors.

Regulation 15

Instructions, onboard training and drills

1 Purpose

The purpose of this regulation is to mitigate the consequences of fire by means of proper instructions for training and drills of persons onboard in correct procedures under emergency conditions. For this purpose, the crew shall have the necessary knowledge and skills to handle fire emergency cases, including passenger care.

2 General requirements

2.1 Instructions, duties and organization

2.1.1 Crew members shall receive instruction on fire safety onboard the ship.

2.1.2 Crew members shall receive instructions on their assigned duties.

2.1.3 Parties responsible for fire-extinguishing shall be organized. These parties shall have the capability to complete their duties at all times while the ship is in service.

2.2 Onboard training and drills

2.2.1 Crew members shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any fire-fighting systems and appliances that they may be called upon to use.

2.2.2 Training in the use of the emergency escape breathing devices shall be considered as part of on board training.

2.2.3 Performance of crew members assigned fire-fighting duties shall be periodically evaluated by conducting onboard training and drills to identify areas in need of improvement, to ensure competency in fire-fighting skills is maintained, and to ensure the operational readiness of the fire-fighting organization.

2.2.4 Onboard training in the use of the ship's fire-extinguishing systems and appliances shall be planned and conducted in accordance with provisions of regulation III/19.4.1.

2.2.5 Fire drills shall be conducted and recorded in accordance with the provisions of regulations III/19.3 and III/19.5.

2.3 *Training manuals*

2.3.1 A training manual shall be provided in each crew mess room and recreation room or in each crew cabin.

2.3.2 The training manual shall be written in the working language of the ship.

2.3.3 The training manual, which may comprise several volumes, shall contain the instructions and information required in paragraph 2.3.4 in easily understood terms and illustrated wherever possible. Any part of such information may be provided in the form of audio-visual aides in lieu of the manual.

2.3.4 The training manual shall explain the following in detail:

- .1 general fire safety practice and precautions related to the dangers of smoking, electrical hazards, flammable liquids and similar common shipboard hazards;
- .2 general instructions on fire-fighting activities and fire-fighting procedures including procedures for notifying of a fire and use of manually operated call points;
- .3 meanings of the ship's alarms;
- .4 operation and use of fire-fighting systems and appliances;
- .5 operation and use of fire doors;
- .6 operation and use of fire and smoke dampers; and
- .7 escape systems and appliances.

2.4 *Fire control plans**

2.4.1 General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections enclosed by "A" class divisions, the sections enclosed by "B" class divisions together with particulars of the fire detection and fire alarm systems, the sprinkler installation, the fire-extinguishing appliances, means of access to different compartments, decks, etc., and the

* Refer to the Graphical symbols for fire control plans as adopted by the Organization by resolution A.654(16).

ventilating system including particulars of the fan control positions, the position of dampers and identification numbers of the ventilating fans serving each section. Alternatively, at the discretion of the Administration, the aforementioned details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date; any alterations thereto shall be recorded as soon as practicable. Description in such plans and booklets shall be in the language or languages required by the Administration. If the language is neither English nor French, a translation into one of those languages shall be included.

2.4.2 In addition, instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire shall be kept under one cover, readily available in an accessible position.

2.4.3 A duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shore-side fire-fighting personnel.*

3 Additional requirements for passenger ships

3.1 *Fire drills*

In addition to the requirement of paragraph 2.2.3, fire drills shall be conducted in accordance with the provisions of regulation III/30 having due regard to notification of passengers and movement of passengers to assembly stations and embarkation decks.

3.2 *Fire control plans*

In ships carrying more than 36 passengers, plans and booklets required by this regulation shall provide information regarding fire protection, fire detection and fire extinction based on the guidelines issued by the Organization.**

Regulation 16

Operations

1 Purpose

The purpose of this regulation is to provide information and instructions for proper ship and cargo handling operations in relation to fire safety. For this purpose, the following functional requirements shall be met:

- .1 fire safety operational booklets shall be provided on board; and
- .2 flammable vapour releases from cargo tank venting shall be controlled.

* Refer to the Guidance concerning the location of fire control plans for assistance of shoreside fire-fighting personnel (MSC/Circ.451).

** Refer to the Guidelines on the information to be provided with fire control plans and booklets required by SOLAS regulations II-2/20 and 41-2 adopted by the Organization by resolution A.756(18).

2 Fire safety operational booklets

2.1 The required fire safety operational booklet shall contain the necessary information and instructions for the safe operation of the ship and cargo handling operations in relation to fire safety. The booklet shall include information concerning the crew's responsibilities for the general fire safety of the ship while loading and discharging cargo and while underway. Necessary fire safety precautions for handling general cargoes shall be explained. For ships carrying dangerous goods and flammable bulk cargoes, the fire safety operational booklet shall also provide reference to the pertinent fire-fighting and emergency cargo handling instructions contained in the Code of Safe Practice for Solid Bulk Cargoes, the International Bulk Chemical Code, the International Gas Carrier Code and the International Maritime Dangerous Goods Code, as appropriate.

2.2 The fire safety operational booklet shall be provided in each crew mess room and recreation room or in each crew cabin.

2.3 The fire safety operational booklet shall be written in the working language of the ship.

2.4 The fire safety operational booklet may be combined with the training manuals required in regulation 15.2.3.

3 Additional requirements for tankers

3.1 General

The fire safety operational booklet referred to in paragraph 2 shall include provisions for preventing fire spread to the cargo area due to ignition of flammable vapours and include procedures of cargo tank gas-purging and/or gas-freeing taking into account the provisions in paragraph 3.2.

3.2 Procedures for cargo tank purging and/or gas-freeing

3.2.1 When the ship is provided with an inert gas system, the cargo tanks shall first be purged in accordance with the provisions of regulation 4.5.6 until the concentration of hydrocarbon vapours in the cargo tanks has been reduced to less than 2% by volume. Thereafter, gas-freeing may take place at the cargo tank deck level.

3.2.2 When the ship is not provided with an inert gas system, the operation shall be such that the flammable vapour is discharged initially through:

- .1 the vent outlets as specified in regulation 4.5.3.4;
- .2 outlets at least 2 m above the cargo tank deck level with a vertical efflux velocity of at least 30 m/s maintained during the gas-freeing operation; or
- .3 outlets at least 2 m above the cargo tank deck level with a vertical efflux velocity of at least 20 m/s and which are protected by suitable devices to prevent the passage of flame.

3.2.3 The above outlets shall be located not less than 10 m measured horizontally from the nearest air intakes and openings to enclosed spaces containing a source of ignition and

from deck machinery, includes anchor windlass and chain locker openings, and equipment which may constitute an ignition hazard.

3.2.4 When the flammable vapour concentration at the outlet has been reduced to 30% of the lower flammable limit, gas-freeing may be continued at cargo tank deck level.

PART F - ALTERNATIVE DESIGN AND ARRANGEMENTS

Regulation 17

Alternative design and arrangements

The purpose of this regulation is to provide a methodology for alternative design and arrangements for fire safety.

1 General

1.1 Fire safety design and arrangements may deviate from the prescriptive requirements set out in Parts B, C, D, E or G of this chapter, provided that the design and arrangements meet the fire safety objectives and the functional requirements of this chapter.

1.2 When fire safety design or arrangements deviate from the prescriptive requirements of this chapter, engineering analysis, evaluation and approval of the alternative design and arrangements shall be carried out in accordance with this regulation.

2 Engineering analysis

The engineering analysis shall be prepared and submitted to the Administration, based on the guidelines developed by the Organization* and shall include, as a minimum, the following elements:

- .1 determination of the ship type and space(s) concerned;
- .2 identification of prescriptive requirement(s) with which the ship or the space(s) will not comply;
- .3 identification of the fire and explosion hazards of the ship or the space(s) concerned;
 - .3.1 identification of the possible ignition sources;
 - .3.2 identification of the fire growth potential of each space concerned;
 - .3.3 identification of the smoke and toxic effluent generation potential for each space concerned;
 - .3.4 identification of the potential for the spread of fire, smoke or of toxic effluents from the space(s) concerned to other spaces;

* Refer to the Guidelines to be developed by the Organization.

- .4 determination of the required fire safety performance criteria for the ships or the space(s) concerned addressed by the prescriptive requirement(s);
- .4.1 performance criteria shall be based on the fire safety objectives and on the functional requirements of this chapter;
- .4.2 performance criteria shall provide a degree of safety not less than that achieved by using the prescriptive requirements; and
- .4.3 performance criteria shall be quantifiable and measurable;
- .5 detailed description of the alternative design and arrangements, including a list of the assumptions used in the design and any proposed operational restrictions or conditions; and
- .6 technical justification demonstrating that the alternative design and arrangements meet the required fire safety performance criteria.

3 Evaluation of the alternative design and arrangements

3.1 The engineering analysis required in paragraph 2 shall be evaluated and approved by the Administration taking into account the guidelines developed by the Organization.*

3.2 A copy of the documentation, as approved by the Administration, indicating that the alternative design and arrangements comply with this regulation shall be carried onboard the ship.

4 Exchange of information

The Administration shall communicate to the Organization pertinent information concerning alternative design and arrangements approved by them for circulation to all contracting governments.

5 Re-evaluation due to change of conditions

If the assumptions, and operational restrictions that were stipulated in the alternative design and arrangements are changed, the engineering analysis shall be carried out under the changed condition and shall be approved by the Administration.

PART G - SPECIAL REQUIREMENTS

Regulation 18

Helicopter facilities

1 Purpose

The purpose of this regulation is to provide additional measures in order to address the fire safety objectives of this chapter for ships fitted with special facilities for helicopters. For this purpose, the following functional requirements shall be met:

* Refer to the Guidelines to be developed by the Organization.

- .1 helideck structure must be adequate to protect the ship from the fire hazards associated with helicopter operations;
- .2 fire fighting appliances shall be provided to adequately protect the ship from the fire hazards associated with helicopter operations;
- .3 refuelling and hangar facilities and operations shall provide the necessary measures to protect the ship from the fire hazards associated with helicopter operations; and
- .4 operation manuals and training shall be provided.

2 Application

2.1 In addition to complying with the requirements of regulations in Part B, C, D and E of this chapter as appropriate, ships equipped with helidecks shall comply with the requirements of this regulation.

2.2 Where helicopters land or conduct winching operations on an occasional or emergency basis on ships without helidecks, fire-fighting equipment fitted in accordance with the requirements in Part C may be used. This equipment shall be made readily available in close proximity to the landing or winching areas during helicopter operations.

2.3 Notwithstanding the requirements of paragraph 2.2 above, ro-ro passenger ships without helidecks shall comply with regulation III/28.

3 Structure

3.1 Construction of steel or other equivalent material

In general, the construction of the helidecks shall be of steel or other equivalent materials. If the helideck forms the deckhead of a deckhouse or superstructure, it shall be insulated to "A-60" class standard.

3.2 Construction of aluminium or other low melting point metals

If the Administration permits aluminium or other low melting point metal construction that is not made equivalent to steel, the following provisions shall be satisfied:

- .1 if the platform is cantilevered over the side of the ship, after each fire on the ship or on the platform, the platform shall undergo a structural analysis to determine its suitability for further use; and
- .2 if the platform is located above the ship's deckhouse or similar structure, the following conditions shall be satisfied:
 - .2.1 the deckhouse top and bulkheads under the platform shall have no openings;
 - .2.2 windows under the platform shall be provided with steel shutters; and
 - .2.3 after each fire on the platform or in close proximity, the platform shall undergo a structural analysis to determine its suitability for further use.

4 Means of escape

A helideck shall be provided with both a main and an emergency means of escape and access for fire fighting and rescue personnel. These shall be located as far apart from each other as is practicable and preferably on opposite sides of the helideck.

5 Fire-fighting appliances

5.1 In close proximity to the helideck, the following fire-fighting appliances shall be provided and stored near the means of access to that helideck:

- .1 at least two dry powder extinguishers having a total capacity of not less than 45 kg;
- .2 carbon dioxide extinguishers of a total capacity of not less than 18 kg or equivalent;
- .3 a suitable foam application system consisting of monitors or foam making branch pipes capable of delivering foam to all parts of the helideck in all weather conditions in which helicopters can operate. The system shall be capable of delivering a discharge rate as required in table 18.1 for at least five minutes;

Table 18.1 - Foam discharge rates

Category	Helicopter overall length	Discharge rate foam solution (l/min.)
H1	up to but not including 15m	250
H2	from 15m up to but not including 24m	500
H3	from 24m up to but not including 35m	800

- .4 the principal agent shall be suitable for use with salt water and conform to performance standards not inferior to those acceptable to the Organization;*
- .5 at least two nozzles of an approved dual-purpose type (jet/spray) and hoses sufficient to reach any part of the helideck;
- .6 in addition to the requirements of regulation 10.10, two sets of fire-fighter's outfits; and

* Refer to the International Civil Aviation Organization Airport Services Manual, part 1 - Rescue and Fire fighting, Chapter 8 - Extinguishing Agent Characteristics, Paragraph 8.1.5 - Foam Specifications Table 8-1, Level 'B'.

.7 at least the following equipment shall be stored in a manner that provides for immediate use and protection from the elements:

- adjustable wrench;
- blanket, fire resistant;
- cutters, bolt 60 cm;
- hook, grab or salving;
- hacksaw, heavy duty complete with 6 spare blades;
- ladder;
- lift line 5 mm diameter x 15 m in length;
- pliers, side cutting;
- set of assorted screwdrivers; and
- harness knife complete with sheath.

6 Drainage facilities

Drainage facilities in way of helidecks shall be constructed of steel and shall lead directly overboard independent of any other system and shall be designed so that drainage does not fall onto any part of the ship.

7 Helicopter refueling and hanger facilities

Where the ship has helicopter refuelling and hanger facilities, the following requirements shall be complied with:

- .1 a designated area shall be provided for the storage of fuel tanks which shall be:
 - .1.1 as remote as is practicable from accommodation spaces, escape routes and embarkation stations; and
 - .1.2 isolated from areas containing a source of vapour ignition;
- .2 the fuel storage area shall be provided with arrangements whereby fuel spillage may be collected and drained to a safe location;
- .3 tanks and associated equipment shall be protected against physical damage and from a fire in an adjacent space or area;
- .4 where portable fuel storage tanks are used, special attention shall be given to:
 - .4.1 design of the tank for its intended purpose;
 - .4.2 mounting and securing arrangements;
 - .4.3 electric bonding; and
 - .4.4 inspection procedures;
- .5 storage tank fuel pumps shall be provided with means which permit shutdown from a safe remote location in the event of a fire. Where a gravity fuelling

system is installed, equivalent closing arrangements shall be provided to isolate the fuel source;

- .6 the fuel pumping unit shall be connected to one tank at a time. The piping between the tank and the pumping unit shall be of steel or equivalent material, as short as possible, and protected against damage;
- .7 electrical fuel pumping units and associated control equipment shall be of a type suitable for the location and potential hazards;
- .8 fuel pumping units shall incorporate a device which will prevent over-pressurization of the delivery or filling hose;
- .9 equipment used in refuelling operations shall be electrically bonded;
- .10 "NO SMOKING" signs shall be displayed at appropriate locations;
- .11 hanger, refuelling and maintenance facilities shall be treated as category 'A' machinery spaces with regard to structural fire protection, fixed fire-extinguishing and detection system requirements;
- .12 enclosed hanger facilities or enclosed spaces containing refuelling installations shall be provided with mechanical ventilation, as required by regulation 20.3 for closed ro-ro spaces of cargo ships. Ventilation fans shall be of non-sparking type; and
- .13 electric equipment and wiring in enclosed hanger or enclosed spaces containing refuelling installations shall comply with regulations 20.3.2, 20.3.3 and 20.3.4.

8 Operations manual and fire-fighting service

8.1 Each helicopter facility shall have an operations manual, including a description and a checklist of safety precautions, procedures and equipment requirements. This manual may be part of the ship's emergency response procedures.

8.2 The procedures and precautions to be followed during refuelling operations shall be in accordance with recognized safe practices and contained in the operations manual.

8.3 Fire-fighting personnel consisting of at least two persons trained for rescue and fire-fighting duties and fire-fighting equipment shall be immediately available at all times when helicopter operations are expected.

8.4 Fire-fighting personnel shall be present during refuelling operations. However, the fire-fighting personnel shall not be involved with refuelling activities.

8.5 On-board refresher training shall be carried out and additional supplies of fire-fighting media shall be provided for training and testing of the equipment.

Regulation 19

Carriage of dangerous goods^{*}

1 Purpose

The purpose of this regulation is to provide additional safety measures in order to address the fire safety objectives of this chapter for ships carrying dangerous goods. For this purpose, the following functional requirements shall be met:

- .1 fire protection systems shall be provided to protect the ship from the added fire hazards associated with carriage of dangerous goods;
- .2 dangerous goods shall be adequately separated from ignition sources; and
- .3 appropriate personnel protective equipment shall be provided for the hazards associated with the carriage of dangerous goods.

2 General requirements

2.1 In addition to complying with the requirements of regulations in Parts B, C, D and E^{**} of this chapter as appropriate, ship types and cargo spaces, referred to in paragraph 2.2, intended for the carriage of dangerous goods shall comply with the requirements of this regulation, as appropriate, except when carrying dangerous goods in limited quantities^{***} unless such requirements have already been met by compliance with the requirements elsewhere in this chapter. The types of ships and modes of carriage of dangerous goods are referred to in paragraph 2.2 and in table 19.1. Cargo ships of less than 500 gross tonnage shall comply with this regulation, but Administrations may reduce the requirements and such reduced requirements shall be recorded in the document of compliance referred to in paragraph 4.

2.2 The following ship types and cargo spaces shall govern the application of tables 19.1 and 19.2:

- .1 ships and cargo spaces not specifically designed for the carriage of freight containers, but intended for the carriage of dangerous goods in packaged form including goods in freight containers and portable tanks;
- .2 purpose-built container ships and cargo spaces intended for the carriage of dangerous goods in freight containers and portable tanks;
- .3 ro-ro ships and ro-ro spaces intended for the carriage of dangerous goods;
- .4 ships and cargo spaces intended for the carriage of solid dangerous goods in bulk; and
- .5 ships and cargo spaces intended for carriage of dangerous goods other than liquids and gases in bulk in shipborne barges.

^{*} Refer to the Interim guidelines for open-top containerships (MSC/Circ.608/Rev.1).

^{**} Refer to section 17 of the General Introduction to the International Maritime Dangerous Goods Code.

^{***} Refer to section 18 of the General Introduction to the International Maritime Dangerous Goods Code.

3 Special requirements

Unless otherwise specified, the following requirements shall govern the application of tables 19.1, 19.2 and 19.3 to both "on-deck" and "under-deck" stowage of dangerous goods where the numbers of the following paragraphs are indicated in the first column of the tables.

3.1 *Water supplies*

3.1.1 Arrangements shall be made to ensure immediate availability of a supply of water from the fire main at the required pressure either by permanent pressurization or by suitably placed remote arrangements for the fire pumps.

3.1.2 The quantity of water delivered shall be capable of supplying four nozzles of a size and at pressures as specified in regulation 10.2, capable of being trained on any part of the cargo space when empty. This amount of water may be applied by equivalent means to the satisfaction of the Administration.

3.1.3 Means of effectively cooling the designated underdeck cargo space by at least 5 l/min per square metre of the horizontal area of cargo spaces, either by a fixed arrangement of spraying nozzles or flooding the cargo space with water, shall be provided. Hoses may be used for this purpose in small cargo spaces and in small areas of larger cargo spaces at the discretion of the Administration. However, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. The drainage system shall be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible, the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information.*

3.1.4 Provision to flood a designated under-deck cargo space with suitable specified media may be substituted for the requirements in paragraph 3.1.3.

3.1.5 The total required capacity of the water supply shall satisfy paragraphs 3.1.2 and 3.1.3, if applicable, simultaneously calculated for the largest designated cargo space. The capacity requirements of paragraph 3.1.2 shall be met by the total capacity of the main fire pump(s) not including the capacity of the emergency fire pump, if fitted. If a drencher system is used to satisfy paragraph 3.1.3, the drencher pump shall also be taken into account in this total capacity calculation.

3.2 *Sources of ignition*

Electrical equipment and wiring shall not be fitted in enclosed cargo spaces or vehicle spaces unless it is essential for operational purposes in the opinion of the Administration. However, if electrical equipment is fitted in such spaces, it shall be of a certified safe

* Refer to the Recommendation on fixed fire-extinguishing systems for special cargo spaces as adopted by the Organization by resolution A.123(V).

type* for use in the dangerous environments to which it may be exposed unless it is possible to completely isolate the electrical system (e.g. by removal of links in the system, other than fuses). Cable penetrations of the decks and bulkheads shall be sealed against the passage of gas or vapour. Through runs of cables and cables within the cargo spaces shall be protected against damage from impact. Any other equipment which may constitute a source of ignition of flammable vapour shall not be permitted.

3.3 *Detection system*

Ro-ro spaces shall be fitted with a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. All other types of cargo spaces shall be fitted with either a fixed fire detection and fire alarm system or a sample extraction smoke detection system complying with the requirements of the Fire Safety Systems Code. If a sample extraction smoke detection system is fitted, particular attention shall be made to paragraph 2.1.3 in chapter 10 of the Fire Safety Systems Code in order to prevent the leakage of toxic fumes into occupied areas.

3.4 *Ventilation*

3.4.1 Adequate power ventilation shall be provided in enclosed cargo spaces. The arrangement shall be such as to provide for at least six air changes per hour in the cargo space based on an empty cargo space and for removal of vapours from the upper or lower parts of the cargo space, as appropriate.

3.4.2 The fans shall be such as to avoid the possibility of ignition of flammable gas air mixtures. Suitable wire mesh guards shall be fitted over inlet and outlet ventilation openings.

3.4.3 Natural ventilation shall be provided in enclosed cargo spaces intended for the carriage of solid dangerous goods in bulk, where there is no provision for mechanical ventilation.

3.5 *Bilge pumping*

3.5.1 Where it is intended to carry flammable or toxic liquids in enclosed cargo spaces, the bilge pumping system shall be designed to protect against inadvertent pumping of such liquids through machinery space piping or pumps. Where large quantities of such liquids are carried, consideration shall be given to the provision of additional means of draining those cargo spaces.

3.5.2 If the bilge drainage system is additional to the system served by pumps in the machinery space, the capacity of the system shall be not less than 10 m³/h per cargo space served. If the additional system is common, the capacity need not exceed 25 m³/h. The additional bilge system need not be arranged with redundancy.

3.5.3 Whenever flammable or toxic liquids are carried, the bilge line into the machinery space shall be isolated either by fitting a blank flange or by a closed lockable valve.

* Refer to the recommendations of the International Electrotechnical Commission, in particular, publication IEC 92 on *Electrical installations in ships*.

3.5.4 Enclosed spaces outside machinery spaces containing bilge pumps serving cargo spaces intended for carriage of flammable or toxic liquids should be fitted with separate mechanical ventilation giving at least 6 air changes per hour. If the space has access from another enclosed space, the door shall be self-closing.

3.5.5 If bilge drainage of cargo spaces is arranged by gravity drainage, the drainage shall be either lead directly overboard or to a closed drain tank located outside the machinery spaces. The tank shall be provided with a vent pipe to a safe location on the open deck. Drainage from a cargo space into bilge wells in a lower space is only permitted if that space satisfies the same requirements as the cargo space above.

3.6 *Personnel protection*

3.6.1 Four sets of full protective clothing resistant to chemical attack shall be provided in addition to the fire-fighter's outfits required by regulation 10.10. The protective clothing shall cover all skin, so that no part of the body is unprotected.

3.6.2 At least two self-contained breathing apparatuses additional to those required by regulation 10 shall be provided. Two spare charges suitable for use with the breathing apparatus shall be provided for each required apparatus. Passenger ships carrying not more than 36 passengers and cargo ships that are equipped with suitably located means for fully recharging the air cylinders free from contamination, need carry only one spare charge for each required apparatus.

3.7 *Portable fire extinguishers*

Portable fire extinguishers with a total capacity of at least 12 kg of dry powder or equivalent shall be provided for the cargo spaces. These extinguishers shall be in addition to any portable fire extinguishers required elsewhere in this chapter.

3.8 *Insulation of machinery space boundaries*

Bulkheads forming boundaries between cargo spaces and machinery spaces of category A shall be insulated to "A-60" class standard, unless the dangerous goods are stowed at least 3 m horizontally away from such bulkheads. Other boundaries between such spaces shall be insulated to "A-60" class standard.

3.9 *Water spray system*

Each open ro-ro space having a deck above it and each space deemed to be a closed ro-ro space not capable of being sealed, shall be fitted with an approved fixed pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform in the space, except that the Administration may permit the use of any other fixed fire-extinguishing system that has been shown by full-scale test to be no less effective. However, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. The drainage system shall be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible

the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information.*

3.10 *Separation of ro-ro spaces*

3.10.1 In ships having ro-ro spaces, a separation shall be provided between a closed ro-ro space and an adjacent ro-ro space. The separation shall be such as to minimize the passage of dangerous vapours and liquids between such spaces. Alternatively, such separation need not be provided if the ro-ro space is considered to be a closed cargo space over its entire length and shall fully comply with the relevant special requirements of this regulation.

3.10.2 In ships having ro-ro spaces, a separation shall be provided between a closed ro-ro space and the adjacent weather deck. The separation shall be such as to minimize the passage of dangerous vapours and liquids between such spaces. Alternatively, a separation need not be provided if the arrangements of the closed ro-ro spaces are in accordance with those required for the dangerous goods carried on adjacent weather deck.

4 Document of compliance**

The Administration shall provide the ship with an appropriate document as evidence of compliance of construction and equipment with the requirements of this regulation. Certification for dangerous goods, except solid dangerous goods in bulk, is not required for those cargoes specified as class 6.2 and 7 and dangerous goods in limited quantities.

* Refer to the Recommendation on fixed fire-extinguishing systems for special cargo spaces as adopted by the Organization by resolution A.123(V).

** Refer to the Document of compliance with the special requirements for ships carrying dangerous goods under the provisions of regulation II-2/54 of SOLAS 74, as amended (MSC/Circ.642).

Table 19.1 - Application of the requirements to different modes of carriage of dangerous goods in ships and cargo spaces

Where X appears in table 19.1 it means this requirement is applicable to all classes of dangerous goods as given in the appropriate line of table 19.3, except as indicated by the notes.

Regulation 19.2.2	Weather decks .1 to .5 inclusive	.1 Not specially designed	.2 Container cargo spaces	.3		.4 Solid dangerous goods in bulk	.5 Shipborne barges
Regulation 19				Closed ro-ro spaces ⁵	Open ro-ro spaces		
3.1.1	X	X	X	X	X	For application of requirements of regulation 19 to different classes of dangerous goods, see table 19.2	X
3.1.2	X	X	X	X	X		-
3.1.3	-	X	X	X	X		X
3.1.4	-	X	X	X	X		X
3.2	-	X	X	X	X		X ⁴
3.3	-	X	X	X	-		X ⁴
3.4.1	-	X	X ¹	X	-		X ⁴
3.4.2	-	X	X ¹	X	-		X ⁴
3.5	-	X	X	X	-		-
3.6.1	X	X	X	X	X		-
3.6.2	X	X	X	X	X		-
3.7	X	X	-	-	X		-
3.8	X	X	X ²	X	X		-
3.9	-	-	-	X ³	X		-
3.10.1	-	-	-	X	-		-
3.10.2	-	-	-	X	-		-

Notes

- 1 For classes 4 and 5.1 not applicable to closed freight containers.

For classes 2, 3, 6.1 and 8 when carried in closed freight containers the ventilation rate may be reduced to not less than two air changes. For the purpose of this requirement a portable tank is a closed freight container.

- 2 Applicable to decks only.

- 3 Applies only to closed ro-ro spaces, not capable of being sealed.

- 4 In the special case where the barges are capable of containing flammable vapours or alternatively if they are capable of discharging flammable vapours to a safe space outside the barge carrier compartment by means of ventilation ducts connected to the barges, these requirements may be reduced or waived to the satisfaction of the Administration.

- 5 Special category spaces shall be treated as closed ro-ro spaces when dangerous goods are carried.

Table 19.2 - Application of the requirements to different classes of dangerous goods for ships and cargo spaces carrying solid dangerous goods in bulk

Class	4.1	4.2	4.3 ⁶	5.1	6.1	8	9
Regulation 19							
3.1.1	X	X	-	X	-	-	X
3.1.2	X	X	-	X	-	-	X
3.2	X	X ⁷	X	X ⁸	-	-	X ⁸
3.4.1	-	X ⁷	X	-	-	-	-
3.4.2	X ⁹	X ⁷	X	X ^{7,9}	-	-	X ^{7,9}
3.4.3	X	X	X	X	X	X	X
3.6	X	X	X	X	X	X	X
3.8	X	X	X	X ⁷	-	-	X ¹⁰

Notes:

- 6 The hazards of substances in this class which may be carried in bulk are such that special consideration must be given by the Administration to the construction and equipment of the ship involved in addition to meeting the requirements enumerated in this table.
- 7 Only applicable to Seedcake containing solvent extractions, to Ammonium nitrate and to Ammonium nitrate fertilizers.
- 8 Only applicable to Ammonium nitrate and to Ammonium nitrate fertilizers. However, a degree of protection in accordance with standards contained in the International Electrotechnical Commission publication 60079, *Electrical Apparatus for Explosive Gas Atmospheres*, is sufficient.
- 9 Only suitable wire mesh guards are required.
- 10 The requirements of the Code of Safe Practice for Solid bulk Cargoes adopted by resolution A.434(XI), as amended, are sufficient.

Table 19.3 - Application of the requirements to different classes of dangerous goods except solid dangerous goods in bulk

Class Regulation 19	1.1 to 1.6	1.4S	2.1	2.2	2.3	3.1 3.2	3.3	4.1	4.2	4.3	5.1	5.2	6.1 liquids	6.1 liquids ≤23°C ¹⁵	6.1 liquids >23°C ¹⁵ ≤61°C	6.1 solids	8 liquids	8 liquids ≤23°C ¹⁵	8 liquids >23°C ¹⁵ ≤61°C	8 solids	9
3.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.2	X	-	X	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-
3.3	X	X	X	X	X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	X	-
3.4.1	-	-	X	-	X	X	-	X ¹¹	X ¹¹	X	X ¹¹	-	-	X	X	X ¹¹	-	X	X	-	X ¹¹
3.4.2	-	-	X	-	-	X	-	-	-	-	-	-	-	X	X	-	-	X	X	-	-
3.5	-	-	-	-	-	X	-	-	-	-	-	-	X	X	X	-	-	X	-	-	-
3.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X ¹⁴
3.7	-	-	-	-	-	X	X	X	X	X	X	-	-	X	X	-	-	X	X	-	-
3.8	X ¹²	-	X	X	X	X	X	X	X	X	X ¹³	-	-	X	X	-	-	X	X	-	-
3.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Notes

- 11 When "mechanically-ventilated spaces" are required by the International Maritime Dangerous Goods Code, as amended.
- 12 Stow 3 m horizontally away from the machinery space boundaries in all cases.
- 13 Refer to the International Maritime Dangerous Goods Code, as amended.
- 14 As appropriate to the goods to be carried.
- 15 Refers to flashpoint.

Regulation 20

Protection of vehicle, special category and ro-ro spaces

1 Purpose

The purpose of this regulation is to provide additional safety measures in order to address the fire safety objectives of this chapter for ships fitted with vehicle, special category and ro-ro spaces. For this purpose, the following functional requirements shall be met:

- .1 fire protection systems shall be provided to adequately protect the ship from the fire hazards associated with vehicle, special category and ro-ro spaces;
- .2 ignition sources shall be separated from vehicle, special category and ro-ro spaces; and
- .3 vehicle, special category and ro-ro spaces shall be adequately ventilated.

2 General requirements

2.1 Application

In addition to complying with the requirements of regulations in Parts B, C, D and E of this chapter, as appropriate, vehicle, special category and ro-ro spaces shall comply with the requirements of this regulation.

2.2 Basic principles for passenger ships

2.2.1 The basic principle underlying the provisions of this regulation is that the main vertical zoning required by regulation 9.2 may not be practicable in vehicle spaces of passenger ships and, therefore, equivalent protection must be obtained in such spaces on the basis of a horizontal zone concept and by the provision of an efficient fixed fire-extinguishing system. Based on this concept, a horizontal zone for the purpose of this regulation may include special category spaces on more than one deck provided that the total overall clear height for vehicles does not exceed 10 m.

2.2.2 The basic principle underlying the provisions of paragraph 2.2.1 are also applicable to ro-ro spaces.

2.2.3 The requirements of ventilation systems, openings in "A" class divisions and penetrations in "A" class divisions for maintaining the integrity of vertical zones in this chapter shall be applied equally to decks and bulkheads forming the boundaries separating horizontal zones from each other and from the remainder of the ship.

3 Precaution against ignition of flammable vapours in closed vehicle spaces, closed ro-ro spaces and special category spaces

3.1 Ventilation systems

3.1.1 Capacity of ventilation systems

There shall be provided an effective power ventilation system sufficient to give at least the following air changes:

.1 Passenger ships

Special category spaces	10 air changes per hour
Closed ro-ro and vehicle spaces other than special category spaces for ships carrying more than 36 passengers	10 air changes per hour
Closed ro-ro and vehicle spaces other than special category spaces for ships carrying not more than 36 passengers	6 air changes per hour

.2 Cargo ships

6 air changes per hour

The Administration may require an increased number of air changes when vehicles are being loaded and unloaded.

3.1.2 *Performance of ventilation systems*

3.1.2.1 In passenger ships, the power ventilation system required in paragraph 3.1.1 shall be separate from other ventilation systems and shall be in operation at all times when vehicles are in such spaces. Ventilation ducts serving such cargo spaces capable of being effectively sealed shall be separated for each such space. The system shall be capable of being controlled from a position outside such spaces.

3.1.2.2 In cargo ships, ventilation fans shall normally be run continuously whenever vehicles are on board. Where this is impracticable, they shall be operated for a limited period daily as weather permits and in any case for a reasonable period prior to discharge, after which period the ro-ro or vehicle space shall be proved gas-free. One or more portable combustible gas detecting instruments shall be carried for this purpose. The system shall be entirely separate from other ventilating systems. Ventilation ducts serving ro-ro or vehicle spaces capable of being effectively sealed for each cargo space. The system shall be capable of being controlled from a position outside such spaces.

3.1.2.3 The ventilation system shall be such as to prevent air stratification and the formation of air pockets.

3.1.3 *Indication of ventilation systems*

Means shall be provided to indicate any loss of the required ventilating capacity on the navigating bridge.

3.1.4 *Closing appliances and ducts*

3.1.4.1 Arrangements shall be provided to permit a rapid shutdown and effective closure of the ventilation system from outside of the space in case of fire, taking into account the weather and sea conditions.

3.1.4.2 Ventilation ducts, including dampers, within a common horizontal zone shall be made of steel. In passenger ships, ventilation ducts that pass through other horizontal zones or machinery spaces shall be “A-60” class steel ducts constructed in accordance with regulations 9.7.2.1.1 and 9.7.2.1.2.

3.1.5 *Permanent openings*

Permanent openings in the side plating, the ends or deckhead of the space shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces.

3.2 *Electrical equipment and wiring*

3.2.1 Except as provided in paragraph 3.2.2, electrical equipment and wiring shall be of a type suitable for use in an explosive petrol and air mixture*.

3.2.2 In case of other than special category spaces below the bulkhead deck, notwithstanding the provisions in paragraph 3.2.1, above a height of 450 mm from the deck and from each platform for vehicles, if fitted, except platforms with openings of sufficient size permitting penetration of petrol gases downwards, electrical equipment of a type so enclosed and protected as to prevent the escape of sparks shall be permitted as an alternative on condition that the ventilation system is so designed and operated as to provide continuous ventilation of the cargo spaces at the rate of at least ten air changes per hour whenever vehicles are on board.

3.3 *Electrical equipment and wiring in exhaust ventilation ducts*

Electrical equipment and wiring, if installed in an exhaust ventilation duct, shall be of a type approved for use in explosive petrol and air mixtures and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.

3.4 *Other ignition sources*

Other equipment which may constitute a source of ignition of flammable vapours shall not be permitted.

3.5 *Scuppers and discharges*

Scuppers shall not be led to machinery or other spaces where sources of ignition may be present.

4 Detection and alarm

4.1 *Fixed fire detection and fire alarm systems*

Except as provided in paragraph 4.3.1, there shall be provided a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. The

* Refer to the recommendations of the International Electrotechnical Commission, in particular, publication 60079.

fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Administration taking into account the effects of ventilation and other relevant factors. After being installed the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration.

4.2 *Sample extraction smoke detection systems*

Except open ro-ro spaces, open vehicle spaces and special category spaces, a sample extraction smoke detection system complying with the requirements of the Fire Safety Systems Code may be used as an alternative of the fixed fire detection and fire alarm system required in paragraph 4.1.

4.3 *Special category spaces*

4.3.1 An efficient fire patrol system shall be maintained in special category spaces. However, if an efficient fire patrol system is maintained by a continuous fire watch at all times during the voyage, a fixed fire detection and fire alarm systems is not required.

4.3.2 Manually operated call points shall be spaced so that no part of the space is more than 20 m from a manually operated call point, and one shall be placed close to each exit from such spaces.

5 **Structural protection**

Notwithstanding the provisions of regulation 9.2.2, in passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category spaces and ro-ro spaces shall be insulated to "A-60" class standard. However, where a category (5), (9) and (10) space, as defined in regulation 9.2.2.3, is on one side of the division the standard may be reduced to "A-0". Where fuel oil tanks are below a special category space or a ro-ro space, the integrity of the deck between such spaces, may be reduced to "A-0" standard.

6 **Fire-extinction**

6.1 *Fixed fire-extinguishing systems**

6.1.1 Vehicle spaces and ro-ro spaces which are not special category spaces and are capable of being sealed from a location outside of the cargo spaces shall be fitted with a fixed gas fire-extinguishing system which shall comply with the provisions of the Fire Safety Systems Code, except that:

- .1 if a carbon dioxide system is fitted, the quantity of gas available shall be at least sufficient to give a minimum volume of free gas equal to 45% of the gross volume of the largest such cargo space which is capable of being sealed, and the arrangements shall be such as to ensure that at least two thirds of the gas required for the relevant space shall be introduced during 10 min;

* Refer to the Guidelines when approving alternative fixed water-based fire-fighting systems for use in special category spaces (MSC/Circ.914).

- .2 any other fixed inert gas fire-extinguishing system or fixed high expansion foam fire-extinguishing system may be fitted provided the Administration is satisfied that an equivalent protection is achieved; and
- .3 as an alternative, a system meeting the requirements of paragraph 6.1.2 may be fitted.

6.1.2 Ro-ro, special category and vehicle spaces not capable of being sealed shall be fitted with an approved fixed pressure water spraying system* for manual operation which shall protect all parts of any deck and vehicle platform in such spaces. Such water spray systems shall have:

- .1 a pressure gauge on the valve manifold;
- .2 clear marking on each manifold valve indicating the spaces served;
- .3 instructions for maintenance and operation located in the valve room; and
- .4 a sufficient number of drainage valves.

6.1.3 The Administration may permit the use of any other fixed fire-extinguishing system** that has been shown that it is not less effective by a full-scale test in conditions simulating a flowing petrol fire in a vehicle space or a ro-ro space in controlling fires likely to occur in such a space.

6.1.4 When fixed pressure water-spraying systems are provided, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the fixed pressure water-spraying system; the following arrangements shall be provided:

- .1 in passenger ships:
 - .1.1 in the spaces above the bulkhead deck, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard;
 - .1.2.1 in ro-ro passenger ships discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea;
 - .1.2.2 any operation of valves referred to in paragraph 6.1.4.1.2.1 shall be recorded in the log-book;
 - .1.3 in the spaces below the bulkhead deck, the Administration may require pumping and drainage facilities to be provided additional to the requirements of regulation II-1/21. In such case, the drainage system shall

* Refer to the Recommendation on fixed fire-extinguishing systems for special cargo spaces as adopted by the Organization by resolution A.123(V).

** Refer to the Guidelines when approving alternative fixed water-based fire-fighting systems for use in special category spaces (MSC/Circ.914).

be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment;

- .2 in cargo ships, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information.* Such information shall be included in the stability information supplied to the master as required by regulation II-1/22.

6.2 *Portable fire extinguishers*

6.2.1 Portable extinguishers shall be provided at each deck level in each hold or compartment where vehicles are carried, spaced not more than 20 m apart on both sides of the space. At least one portable fire-extinguisher shall be located at each access to such a cargo space.

6.2.2 In addition to the provision of paragraph 6.2.1, the following fire extinguishing appliances shall be provided in vehicle, ro-ro and special category spaces intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion:

- .1 at least three water-fog applicators; and
- .2 one portable foam applicator unit complying with the provisions of the Fire Safety Systems Code, provided that at least two such units are available in the ship for use in such ro-ro spaces. "

* Refer to the Recommendation on fixed fire-extinguishing systems for special cargo spaces as adopted by the Organization by resolution A.123(V).

ANNEX 16

**DRAFT RESOLUTION MSC.[](73)
(adopted on [] 2000)**

ADOPTION OF THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING the revision of chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended,

RECOGNIZING the need to continue the mandatory application of fire safety systems required by the revised chapter II-2 of the SOLAS Convention,

NOTING resolution MSC. [](73) by which it adopted, *inter alia*, amendments to chapter II-2 of the SOLAS Convention to make the provisions of the International Code for Fire Safety Systems (FSS Code) mandatory under that Convention,

HAVING CONSIDERED, at its [seventy-third] session, the text of the proposed FSS Code,

1. ADOPTS the International Code for Fire Safety Systems (FSS Code) the text of which is set out in the Annex to the present resolution;
2. INVITES Contracting Governments to the SOLAS Convention to note that the Code will take effect on [1 July 2002] upon the entry into force of the amendments to chapter II-2 of the SOLAS Convention referred to above;
3. REQUESTS the Secretary-General to transmit copies of this resolution and the text of the FSS Code contained in the Annex to all Members of the Organization and to all Contracting Governments to the SOLAS Convention, which are not Members of the Organization.

ANNEX

INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS

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THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS
(Fire Safety Systems Code)

PREAMBLE

1 The purpose of this Code is to provide international standards of specific engineering specifications for fire safety systems required by chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended.

2 On or after [1 July 2002], this Code will be mandatory for fire safety systems as requested under the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. Any future amendment to the Code must be adopted and brought into force in accordance with the procedure laid down in Article VIII of the Convention.

Chapter 1 General

1 Application

1.1 This code is applicable to fire safety systems as referred to in chapter II-2 of the 1974 SOLAS Convention, as amended.

1.2 Unless expressly provided otherwise, this Code is applicable for the fire safety systems of ships the keels of which are laid or which are at a similar stage of construction on or after [1 July 2002].

2 Definitions

2.1 *Administration* means the Government of the State whose flag the ship is entitled to fly.

2.2 *Convention* means the 1974 SOLAS Convention, as amended.

2.3 *Fire Safety Systems Code* means the International Code for Fire Safety Systems as defined in chapter II-2 of the 1974 SOLAS Convention, as amended.

2.4 For the purpose of this Code, definitions provided in SOLAS chapter II also apply.

3 Use of equivalents and modern technology

In order to allow modern technology and development of fire safety systems, the Administrations may approve fire safety systems which are not specified in this Code if the requirements of Part F of chapter II-2 of the SOLAS Convention are fulfilled.

4 Use of toxic extinguishing media

The use of a fire-extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use gives off toxic gases, liquids and other substances in such quantities as to endanger persons shall not be permitted.

Chapter 2 International shore connections

1 Application

This chapter details the specifications for international shore connections as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 Standard dimensions

Standard dimensions of flanges for the international shore connection shall be in accordance with the following table:

Table 2.1 - Standard dimensions for international shore connections

Description	Dimension
Outside diameter	178 mm
Inside diameter	64 mm
Bolt circle diameter	132 mm
Slots in flange	4 holes 19 mm in diameter spaced equidistantly on a bolt circle of the above diameter, slotted to the flange periphery
Flange thickness	14.5 mm minimum
Bolts and nuts	4, each of 16 mm diameter, 50 mm in length

2.2 Materials and accessories

International shore connections shall be of steel or other equivalent material and shall be designed for 1.0 N/mm² services. The flange shall have a flat face on one side and, on the other side, it shall be permanently attached to a coupling that will fit the ship's hydrant and hose. The connection shall be kept aboard the ship together with a gasket of any material suitable for 1.0 N/mm² services, together with four bolts of 16 mm diameter and 50 mm in length, four 16 mm nuts, and eight washers.

Chapter 3 Personnel protection

1 Application

This chapter details the specifications for personnel protection as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 Fire-fighter's outfit

A fire-fighter's outfit shall consist of a set of personal equipment and a breathing apparatus.

2.1.1 Personal equipment

Personal equipment shall consist of the following:

- .1** protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant;
- .2** boots of rubber or other electrically non-conducting material;
- .3** rigid helmet providing effective protection against impact;

- .4 electric safety lamp (hand lantern) of an approved type with a minimum burning period of 3 hours. Electric safety lamps on tankers and those intended to be used in hazardous areas shall be of an explosion-proof type; and
- .5 axe with a handle provided with high-voltage insulation.

2.1.2 Breathing apparatus

Breathing apparatus shall be a self-contained compressed air-operated breathing apparatus, the volume of air contained in the cylinders of which shall be at least 1,200 l, or other self-contained breathing apparatus which shall be capable of functioning for at least 30 min. All air cylinders for breathing apparatus shall be interchangeable.

2.1.3 Lifeline

For each breathing apparatus a fireproof lifeline of at least 30 m in length shall be provided. The lifeline shall successfully pass an approval test by static load of 3.5 kN for 5 min without failure. The lifeline shall be capable of being attached by means of a snap-hook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.

2.2 Emergency escape breathing devices (EEBD)

2.2.1 General

2.2.1.1 An EEBD is a supplied-air or oxygen device only used for escape from a compartment that has a hazardous atmosphere and shall be of an approved type.

2.2.1.2 EEBDs are not to be used for fighting fires, entering oxygen deficient voids or tanks, or worn by fire-fighters. In these events, a self-contained breathing apparatus, which is specifically suited for such applications, shall be used.

2.2.2 Definitions

2.2.2.1 *Face piece* means a face covering that is designed to form a complete seal around the eyes, nose and mouth which is secured in position by a suitable means.

2.2.2.2 *Hood* means a head covering which completely covers the head, neck, and may cover portions of the shoulders.

2.2.2.3 *Hazardous atmosphere* means any atmosphere that is immediately dangerous to life or health.

2.2.3 Particulars

2.2.3.1 The EEBD shall have a duration of service for 10 minutes.

2.2.3.2 The EEBD shall include a hood or full face piece, as appropriate, to protect the eyes, nose and mouth during escape. Hoods and face pieces shall be constructed of flame resistant materials and include a clear window for viewing.

2.2.3.3 An inactivated EEBD shall be capable of being carried hands-free.

2.2.3.4 An EEBD, when stored, shall be suitably protected from the environment.

2.2.3.5 Brief instructions or diagrams clearly illustrating their use shall be clearly printed on the EEBD. The donning procedures shall be quick and easy to allow for situations where there is little time to seek safety from a hazardous atmosphere.

2.2.4 Markings

Maintenance requirements, manufacturer's trademark and serial number, shelf life with accompanying manufacture date and name of approving authority shall be printed on each EEBD. All EEBD training units shall be clearly marked.

Chapter 4 Fire extinguishers

1 Application

This chapter details the specifications for fire extinguishers as required by chapter II-2 of the SOLAS Convention.

1.2 Type approval

All fire extinguishers shall be of approved types and designs based on the guidelines developed by the Organization.*

2 Engineering specifications

2.1 Fire extinguisher

2.1.1 Quantity of medium

2.1.1.1 Each powder or carbon dioxide extinguisher shall have a capacity of at least 5 kg, and each foam extinguisher shall have a capacity of at least 9 l. The mass of all portable fire extinguishers shall not exceed 23 kg, and they shall have a fire-extinguishing capability at least equivalent to that of a 9 l fluid extinguisher.

2.1.1.2 The Administration shall determine the equivalents of fire extinguishers.

2.1.2 Recharging

Only refills approved for the fire extinguisher in question shall be used for recharging.

2.2 Portable foam applicators

A portable foam applicator unit shall consist of a foam nozzle of an inductor type capable of being connected to the fire main by a fire hose, together with a portable tank containing at least 20 litres of foam-making liquid and one spare tank of foam making liquid. The nozzle shall be

* Refer to the Guidelines for marine portable fire extinguishers adopted by the Organization by resolution A.602(15).

capable of producing effective foam suitable for extinguishing an oil fire, at the rate of at least 1.5 m³/min.

Chapter 5 Fixed gas fire-extinguishing systems

1 Application

This chapter details the specifications for fixed gas fire-extinguishing systems as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General

2.1.1 Fire-extinguishing medium

2.1.1.1 Where the quantity of extinguishing medium is required to protect more than one space, the quantity of medium available need not be more than the largest quantity required for any one space so protected.

2.1.1.2 The volume of starting air receivers, converted to free air volume, shall be added to the gross volume of the machinery space when calculating the necessary quantity of extinguishing medium. Alternatively, a discharge pipe from the safety valves may be fitted and led directly to the open air.

2.1.1.3 Means shall be provided for the crew to safely check the quantity of medium in the containers.

2.1.1.4 Containers for the storage of fire-extinguishing medium and associated pressure components shall be designed to pressure codes of practice to the satisfaction of the Administration having regard to their locations and maximum ambient temperatures expected in service.

2.1.2 Installation requirements

2.1.2.1 The piping for the distribution of fire-extinguishing medium shall be arranged and discharge nozzles so positioned that a uniform distribution of medium is obtained.

2.1.2.2 Except as otherwise permitted by the Administration, pressure containers required for the storage of fire-extinguishing medium, other than steam, shall be located outside protected spaces in accordance with SOLAS regulation II-2/10.4.3.

2.1.2.3 Spare parts for the system shall be stored on board and be to the satisfaction of the Administration.

2.1.3 System control requirements

2.1.3.1 The necessary pipes for conveying fire-extinguishing medium into protected spaces shall be provided with control valves so marked as to indicate clearly the spaces to which the pipes are led. Suitable provision shall be made to prevent inadvertent release of the medium into the space. Where a cargo space fitted with a gas fire-extinguishing system is used as a passenger space, the

gas connection shall be blanked during such use. The pipes may pass through accommodations providing that they are of substantial thickness and that their tightness is verified with a pressure test, after their installation, at a pressure head not less than 5 N/mm². In addition, pipes passing through accommodation areas shall be joined only by welding and shall not be fitted with drains or other openings within such spaces. The pipes shall not pass through refrigerated spaces.

2.1.3.2 Means shall be provided for automatically giving audible warning of the release of fire-extinguishing medium into any ro-ro spaces and other spaces in which personnel normally work or to which they have access. The pre-discharge alarm shall be automatically activated, e.g. by opening of the release cabinet door. The alarm shall operate for the length of time needed to evacuate the space, but in no case less than 20 seconds before the medium is released. Conventional cargo spaces and small spaces (such as compressor rooms, paint lockers, lamp stores, etc.) with only a local release need not be provided with such an alarm.

2.1.3.3 The means of control of any fixed gas fire-extinguishing system shall be readily accessible, simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in a protected space. At each location there shall be clear instructions relating to the operation of the system having regard to the safety of personnel.

2.1.3.4 Automatic release of fire-extinguishing medium shall not be permitted, except as permitted by the Administration.

2.2 Carbon dioxide systems

2.2.1 Quantity of fire extinguishing medium

2.2.1.1 For cargo spaces the quantity of carbon dioxide available shall, unless otherwise provided, be sufficient to give a minimum volume of free gas equal to 30% of the gross volume of the largest cargo space to be protected in the ship.

2.2.1.2 For machinery spaces the quantity of carbon dioxide carried shall be sufficient to give a minimum volume of free gas equal to the larger of the following volumes, either:

- .1** forty percent of the gross volume of the largest machinery space so protected, the volume to exclude that part of the casing above the level at which the horizontal area of the casing is 40% or less of the horizontal area of the space concerned taken midway between the tank top and the lowest part of the casing; or
- .2** thirty-five percent of the gross volume of the largest machinery space protected, including the casing;

2.2.1.3 The percentages specified in paragraph 2.2.1.2 above may be reduced to 35% and 30%, respectively, for cargo ships of less than 2,000 tons gross tonnage where two or more machinery spaces, which are not entirely separate, are considered as forming one space.

2.2.1.4 For the purpose of this paragraph the volume of free carbon dioxide shall be calculated at 0.56 m³/kg.

2.2.1.5 For machinery spaces the fixed piping system shall be such that 85% of the gas can be discharged into the space within 2 min.

2.2.2 Controls

Carbon dioxide systems shall comply with the following requirements:

- .1** two separate controls shall be provided for releasing carbon dioxide into a protected space and to ensure the activation of the alarm. One control shall be used for opening the valve of the piping which conveys the gas into the protected space and a second control shall be used to discharge the gas from its storage containers; and
- .2** the two controls shall be located inside a release box clearly identified for the particular space. If the box containing the controls is to be locked, a key to the box shall be in a break-glass-type enclosure conspicuously located adjacent to the box.

2.3 Requirements of steam systems

The boiler or boilers available for supplying steam shall have an evaporation of at least 1.0 kg of steam per hour for each 0.75 m³ of the gross volume of the largest space so protected. In addition to complying with the foregoing requirements the systems in all respects shall be as determined by, and to the satisfaction of, the Administration.

2.4 Systems using gaseous products of fuel combustion

2.4.1 General

Where gas other than carbon dioxide or steam, as permitted by paragraph 2.3, is produced on the ship and is used as a fire-extinguishing medium, the system shall comply with the requirements in paragraph 2.4.2.

2.4.2 Requirements of the systems

2.4.2.1 Gaseous products

Gas shall be a gaseous product of fuel combustion in which the oxygen content, the carbon monoxide content, the corrosive elements and any solid combustible elements in a gaseous product shall have been reduced to a permissible minimum.

2.4.2.2 Capacity of fire-extinguishing systems

2.4.2.2.1 Where such gas is used as the fire-extinguishing medium in a fixed fire-extinguishing system for the protection of machinery spaces, it shall afford protection equivalent to that provided by a fixed system using carbon dioxide as the medium.

2.4.2.2.2 Where such gas is used as the fire-extinguishing medium in a fixed fire-extinguishing system for the protection of cargo spaces, a sufficient quantity of such gas shall be available to supply hourly a volume of free gas at least equal to 25 % of the gross volume of the largest space protected in this way for a period of 72 hours.

2.5 Equivalent fixed gas fire-extinguishing systems for machinery spaces and cargo pump rooms

Fixed gas fire-extinguishing systems equivalent to those specified in paragraphs 2.2 through 2.4 shall be approved by the Administration based on the guidelines developed by the Organization.*

Chapter 6 Fixed foam-extinguishing systems

1 Application

This chapter details the specifications for fixed foam-extinguishing systems as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General

Fixed foam fire-extinguishing systems shall be capable of generating foam suitable for extinguishing oil fires.

2.2 Fixed high-expansion foam fire-extinguishing systems

2.2.1 Quantity and performance of foam concentrates

2.2.1.1 The foam concentrates of high-expansion foam fire-extinguishing systems shall be approved by the Administration based on the guideline adopted by the Organization.**

2.2.1.2 Any required fixed high-expansion foam system in machinery spaces shall be capable of rapidly discharging through fixed discharge outlets a quantity of foam sufficient to fill the greatest space to be protected at a rate of at least 1 m in depth per minute. The quantity of foam-forming liquid available shall be sufficient to produce a volume of foam equal to five times the volume of the largest space to be protected. The expansion ratio of the foam shall not exceed 1,000 to 1.

2.2.1.3 The Administration may permit alternative arrangements and discharge rates provided that it is satisfied that equivalent protection is achieved.

2.2.2 Installation requirements

2.2.2.1 Supply ducts for delivering foam, air intakes to the foam generator and the number of foam-producing units shall in the opinion of the Administration be such as will provide effective foam production and distribution.

* Refer to the revised guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump rooms (MSC/Circ.848).

** Refer to the Guidelines for performance and testing criteria and surveys of high expansion foam concentrates for fire-extinguishing systems (MSC/Circ.670).

2.2.2.2 The arrangement of the foam generator delivery ducting shall be such that a fire in the protected space will not affect the foam generating equipment. If the foam generators are located adjacent to the protected space, foam delivery ducts shall be installed to allow at least 450 mm of separation between the generators and the protected space. The foam delivery ducts shall be constructed of steel having a thickness of not less than 5 mm. In addition, stainless steel dampers (single or multi-bladed) with a thickness of not less than 3 mm shall be installed at the openings in the boundary bulkheads or decks between the foam generators and the protected space. The dampers shall be automatically operated (electrically, pneumatically or hydraulically) by means of remote control of the foam generator related to them.

2.2.2.3 The foam generator, its sources of power supply, foam-forming liquid and means of controlling the system shall be readily accessible and simple to operate and shall be grouped in as few locations as possible at positions not likely to be cut off by a fire in the protected space.

2.3 Fixed low-expansion foam fire-extinguishing systems

2.3.1 Quantity and foam concentrates

2.3.1.1 The foam concentrates of low-expansion foam fire-extinguishing systems shall be approved by the Administration based on the guidelines adopted by the Organization.*

2.3.1.2 The system shall be capable of discharging through fixed discharge outlets in not more than 5 min a quantity of foam sufficient to cover to a depth of 150 mm the largest single area over which oil fuel is liable to spread. The expansion ratio of the foam shall not exceed 12 to 1.

2.3.2 Installation requirements

2.3.2.1 Means shall be provided for the effective distribution of the foam through a permanent system of piping and control valves or cocks to suitable discharge outlets, and for the foam to be effectively directed by fixed sprayers on other main fire hazards in the protected space. The means for effective distribution of the foam shall be proven acceptable to the Administration through calculation or by testing.

2.3.2.2 The means of control of any such systems shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in the protected space.

Chapter 7 Fixed pressure water-spraying and water-mist fire-extinguishing systems

1 Application

This chapter details the specifications for fixed pressure water-spraying and water-mist fire-extinguishing systems as required by chapter II-2 of the SOLAS Convention.

* Refer to the Guidelines for performance and testing criteria and surveys of low expansion foam concentrates for fire-extinguishing systems (MSC/Circ.582 and Corr.1).

2 Engineering specifications

2.1 Fixed pressure water-spraying fire-extinguishing systems

2.1.1 Nozzles and pumps

2.1.1.1 Any required fixed pressure water-spraying fire-extinguishing system in machinery spaces shall be provided with spraying nozzles of an approved type.

2.1.1.2 The number and arrangement of the nozzles shall be to the satisfaction of the Administration and shall be such as to ensure an effective average distribution of water of at least 5 l/m²/min in the spaces to be protected. Where increased application rates are considered necessary, these shall be to the satisfaction of the Administration.

2.1.1.3 Precautions shall be taken to prevent the nozzles from becoming clogged by impurities in the water or corrosion of piping, nozzles, valves and pump.

2.1.1.4 The pump shall be capable of simultaneously supplying at the necessary pressure all sections of the system in any one compartment to be protected.

2.1.1.5 The pump may be driven by an independent internal combustion machinery but, if it is dependent upon power being supplied from the emergency generator fitted in compliance with the provisions of regulation II-1/44 or regulation II-1/45, as appropriate, that generator shall be so arranged as to start automatically in case of main power failure so that power for the pump required by paragraph 2.1.1.4 is immediately available. The independent internal combustion machinery for driving the pump shall be so situated that a fire in the protected space or spaces will not affect the air supply to the machinery.

2.1.2 Installation requirements

2.1.2.1 Nozzles shall be fitted above bilges, tank tops and other areas over which oil fuel is liable to spread and also above other specific fire hazards in the machinery spaces.

2.1.2.2 The system may be divided into sections, the distribution valves of which shall be operated from easily accessible positions outside the spaces to be protected so as not be readily cut off by a fire in the protected space.

2.1.2.3 The pump and its controls shall be installed outside the space or spaces to be protected. It shall not be possible for a fire in the space or spaces protected by the water-spraying system to put the system out of action.

2.1.3 System control requirements

The system shall be kept charged at the necessary pressure and the pump supplying the water for the system shall be put automatically into action by a pressure drop in the system.

2.2 Equivalent water-mist fire-extinguishing systems

Water-mist fire-extinguishing systems for machinery spaces and cargo pump rooms shall be approved by the Administration based on the guidelines developed by the Organization.*

Chapter 8 Automatic sprinkler, fire detection and fire alarm systems

1 Application

This chapter details the specifications for automatic sprinkler, fire detection and fire alarm systems as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General

2.1.1 Type of sprinkler systems

The automatic sprinkler systems shall be of the wet pipe type, but small exposed sections may be of the dry pipe type where in the opinion of the Administration this is a necessary precaution. Saunas shall be fitted with a dry pipe system, with sprinkler heads having an operating temperature up to 140°C.

2.1.2 Sprinkler systems equivalent to those specified in paragraphs 2.2 to 2.4

Automatic sprinkler systems equivalent to those specified in paragraphs 2.2 to 2.4 shall be approved by the Administration based on the guidelines developed by the Organization.**

2.2 Sources of power supply

2.2.1 Passenger ships

There shall be not less than two sources of power supply for the sea water pump and automatic alarm and detection system. Where the sources of power for the pump are electrical, these shall be a main generator and an emergency source of power. One supply for the pump shall be taken from the main switchboard, and one from the emergency switchboard by separate feeders reserved solely for that purpose. The feeders shall be so arranged as to avoid galleys, machinery spaces and other enclosed spaces of high fire risk except in so far as it is necessary to reach the appropriate switchboards, and shall be run to an automatic changeover switch situated near the sprinkler pump. This switch shall permit the supply of power from the main switchboard so long as a supply is available therefrom, and be so designed that upon failure of that supply it will automatically change over to the supply from the emergency switchboard. The switches on the main switchboard and the emergency switchboard shall be clearly labelled and normally kept closed. No other switch shall be permitted in the feeders concerned. One of the sources of power

* Refer to the Alternative arrangements for halon fire-extinguishing systems in machinery spaces and pump rooms (MSC/Circ.668) and the Revised test method for equivalent water-based fire-extinguishing systems for machinery spaces of category A and cargo pump rooms (MSC/Circ.728).

** Refer to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 as adopted by the Organization by resolution A.800(19).

supply for the alarm and detection system shall be an emergency source. Where one of the sources of power for the pump is an internal combustion engine it shall, in addition to complying with the provisions of paragraph 2.4.3, be so situated that a fire in any protected space will not affect the air supply to the machinery.

2.2.2 Cargo ships

There shall not be less than two sources of power supply for the sea water pump and automatic alarm and detection system. If the pump is electrically driven it shall be connected to the main source of electrical power, which shall be capable of being supplied by at least two generators. The feeders shall be so arranged as to avoid galleys, machinery spaces and other enclosed spaces of high fire risk except in so far as it is necessary to reach the appropriate switchboards. One of the sources of power supply for the alarm and detection system shall be an emergency source. Where one of the sources of power for the pump is an internal combustion engine it shall, in addition to complying with the provisions of paragraph 2.4.3, be so situated that a fire in any protected space will not affect the air supply to the machinery.

2.3 Component requirements

2.3.1 Sprinklers

2.3.1.1 The sprinklers shall be resistant to corrosion by marine atmosphere. In accommodation and service spaces the sprinklers shall come into operation within the temperature range from 68°C to 79°C, except that in locations such as drying rooms, where high ambient temperatures might be expected, the operating temperature may be increased by not more than 30°C above the maximum deckhead temperature.

2.3.1.2 A quantity of spare sprinkler heads shall be provided for all types and ratings installed on the ship as follows:

Total number of heads	Required number of spares
<300	6
300 to 1000	12
>1000	24

The number of spare sprinkler heads of any type need not exceed the total number of heads installed of that type.

2.3.2 Pressure tanks

2.3.2.1 A pressure tank having a volume equal to at least twice that of the charge of water specified in this subparagraph shall be provided. The tank shall contain a standing charge of fresh water, equivalent to the amount of water which would be discharged in one minute by the pump referred to in paragraph 2.3.3.2, and the arrangements shall provide for maintaining an air pressure in the tank such as to ensure that where the standing charge of fresh water in the tank has been used the pressure will be not less than the working pressure of the sprinkler, plus the pressure exerted by a head of water measured from the bottom of the tank to the highest sprinkler in the system. Suitable means of replenishing the air under pressure and of replenishing the fresh water charge in the tank shall be provided. A glass gauge shall be provided to indicate the correct level of the water in the tank.

2.3.2.2 Means shall be provided to prevent the passage of sea water into the tank.

2.3.3 Sprinkler pumps

2.3.3.1 An independent power pump shall be provided solely for the purpose of continuing automatically the discharge of water from the sprinklers. The pump shall be brought into action automatically by the pressure drop in the system before the standing fresh water charge in the pressure tank is completely exhausted.

2.3.3.2 The pump and the piping system shall be capable of maintaining the necessary pressure at the level of the highest sprinkler to ensure a continuous output of water sufficient for the simultaneous coverage of a minimum area of 280 m² at the application rate specified in paragraph 2.5.2.3. The hydraulic capability of the system shall be confirmed by the review of hydraulic calculations, followed by a test of the system, if deemed necessary by the Administration.

2.3.3.3 The pump shall have fitted on the delivery side a test valve with a short open-ended discharge pipe. The effective area through the valve and pipe shall be adequate to permit the release of the required pump output while maintaining the pressure in the system specified in paragraph 2.3.2.1.

2.4 Installation requirements

2.4.1 General

Any parts of the system which may be subjected to freezing temperatures in service shall be suitably protected against freezing.

2.4.2 Piping arrangements

2.4.2.1 Sprinklers shall be grouped into separate sections, each of which shall contain not more than 200 sprinklers. In passenger ships any section of sprinklers shall not serve more than two decks and shall not be situated in more than one main vertical zone. However, the Administration may permit such a section of sprinklers to serve more than two decks or be situated in more than one main vertical zone, if it is satisfied that the protection of the ship against fire will not thereby be reduced.

2.4.2.2 Each section of sprinklers shall be capable of being isolated by one stop valve only. The stop valve in each section shall be readily accessible in a location outside of the associated section or in cabinets within stairway enclosures. The valve's location shall be clearly and permanently indicated. Means shall be provided to prevent the operation of the stop valves by any unauthorized person.

2.4.2.3 A test valve shall be provided for testing the automatic alarm for each section of sprinklers by a discharge of water equivalent to the operation of one sprinkler. The test valve for each section shall be situated near the stop valve for that section.

2.4.2.4 The sprinkler system shall have a connection from the ship's fire main by way of a lockable screw-down non-return valve at the connection which will prevent a backflow from the sprinkler system to the fire main.

2.4.2.5 A gauge indicating the pressure in the system shall be provided at each section stop valve and at a central station.

2.4.2.6 The sea inlet to the pump shall wherever possible be in the space containing the pump and shall be so arranged that when the ship is afloat it will not be necessary to shut off the supply of sea water to the pump for any purpose other than the inspection or repair of the pump.

2.4.3 Location of systems

The sprinkler pump and tank shall be situated in a position reasonably remote from any machinery space of category A and shall not be situated in any space required to be protected by the sprinkler system.

2.5 System control requirements

2.5.1 Ready availability

2.5.1.1 Any required automatic sprinkler, fire detection and fire alarm system shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation.

2.5.1.2 The automatic sprinkler system shall be kept charged at the necessary pressure and shall have provision for a continuous supply of water as required in this chapter.

2.5.2 Alarm and indication

2.5.2.1 Each section of sprinklers shall include means for giving a visual and audible alarm signal automatically at one or more indicating units whenever any sprinkler comes into operation. Such alarm systems shall be such as to indicate if any fault occurs in the system. Such units shall indicate in which section served by the system a fire has occurred and shall be centralised on the navigating bridge or in the continuously manned central control station and, in addition, visible and audible alarms from the unit shall also be placed in a position other than on the aforementioned spaces to ensure that the indication of fire is immediately received by the crew.

2.5.2.2 Switches shall be provided at one of the indicating positions referred to in paragraph 2.5.2.1 which will enable the alarm and the indicators for each section of sprinklers to be tested.

2.5.2.3 Sprinklers shall be placed in an overhead position and spaced in a suitable pattern to maintain an average application rate of not less than 5 l/m²/min over the nominal area covered by the sprinklers. However, the Administration may permit the use of sprinklers providing such an alternative amount of water suitably distributed as has been shown to the satisfaction of the Administration to be not less effective.

2.5.2.4 A list or plan shall be displayed at each indicating unit showing the spaces covered and the location of the zone in respect of each section. Suitable instructions for testing and maintenance shall be available.

2.5.3 Testing

Means shall be provided for testing the automatic operation of the pump on reduction of pressure in the system.

Chapter 9 Fixed fire detection and fire alarm systems

1 Application

This chapter details the specifications for fixed fire detection and fire alarm systems as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General requirements

2.1.1 Any required fixed fire detection and fire alarm system with manually operated call points shall be capable of immediate operation at all times.

2.1.2 The fixed fire detection and fire alarm system shall not be used for any other purpose, except that closing of fire doors and similar functions may be permitted at the control panel.

2.1.3 The system and equipment shall be suitably designed to withstand supply voltage variation and transients, ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered in ships.

2.1.4 Zone address identification capability

Fixed fire detection and fire alarm systems with a zone address identification capability shall be so arranged that:

- .1** means are provided to ensure that any fault (e.g. power break, short circuit, earth) occurring in the loop will not render the whole loop ineffective;
- .2** all arrangements are made to enable the initial configuration of the system to be restored in the event of failure (electrical, electronic, informatics);
- .3** the first initiated fire alarm will not prevent any other detector from initiating further fire alarms; and
- .4** no loop will pass through a space twice. When this is not practical (e.g. for large public spaces), the part of the loop which by necessity passes through the space for a second time shall be installed at the maximum possible distance from the other parts of the loop.

2.2 Sources of power supply

There shall be not less than two sources of power supply for the electrical equipment used in the operation of the fixed fire detection and fire alarm system, one of which shall be an emergency source. The supply shall be provided by separate feeders reserved solely for that purpose. Such feeders shall run to an automatic change-over switch situated in or adjacent to the control panel for the fire detection system.

2.3 Component requirements

2.3.1 Detectors

2.3.1.1 Detectors shall be operated by heat, smoke or other products of combustion, flame, or any combination of these factors. Detectors operated by other factors indicative of incipient fires may be considered by the Administration provided that they are no less sensitive than such detectors. Flame detectors shall only be used in addition to smoke or heat detectors.

2.3.1.2 Smoke detectors required in all stairways, corridors and escape routes within accommodation spaces shall be certified to operate before the smoke density exceeds 12.5% obscuration per metre, but not until the smoke density exceeds 2% obscuration per metre. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.

2.3.1.3 Heat detectors shall be certified to operate before the temperature exceeds 78°C but not until the temperature exceeds 54°C, when the temperature is raised to those limits at a rate less than 1°C per minute. At higher rates of temperature rise, the heat detector shall operate within temperature limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.

2.3.1.4 The operation temperature of heat detectors in drying rooms and similar spaces of a normal high ambient temperature may be up to 130°C, and up to 140°C in saunas.

2.3.1.5 All detectors shall be of a type such that they can be tested for correct operation and restored to normal surveillance without the renewal of any component.

2.4 Installation requirements

2.4.1 Sections

2.4.1.1 Detectors and manually operated call points shall be grouped into sections.

2.4.1.2 A section of fire detectors which covers a control station, a service space or an accommodation space shall not include a machinery space of category A. For fixed fire detection and fire alarm systems with remotely and individually identifiable fire detectors, a loop covering sections of fire detectors in accommodation, service spaces and control station shall not include sections of fire detectors in machinery spaces of category A.

2.4.1.3 Where the fixed fire detection and fire alarm system does not include means of remotely identifying each detector individually, no section covering more than one deck within accommodation spaces, service spaces and control stations shall normally be permitted except a section which covers an enclosed stairway. In order to avoid delay in identifying the source of fire, the number of enclosed spaces included in each section shall be limited as determined by the Administration. In no case shall more than 50 enclosed spaces be permitted in any section. If the system is fitted with remotely and individually identifiable fire detectors, the sections may cover several decks and serve any number of enclosed spaces.

2.4.1.4 In passenger ships, if there is no fixed fire detection and fire alarm system capable of remotely and individually identifying each detector, a section of detectors shall not serve spaces on both sides of the ship nor on more than one deck and neither shall it be situated in more than

one main vertical zone except that the same section of detectors may serve spaces on more than one deck if those spaces are located in the fore or aft end of the ship or if they protect common spaces on different decks (e.g. fan rooms, galleys, public spaces, etc.). In ships of less than 20m in breadth, the same section of detectors may serve spaces on both sides of the ship. In passenger ships fitted with individually identifiable fire detectors, a section may serve spaces on both sides of the ship and on several decks but shall not be situated in more than one main vertical zone.

2.4.2 Positioning of detectors

2.4.2.1 Detectors shall be located for optimum performance. Positions near beams and ventilation ducts or other positions where patterns of air flow could adversely affect performance and positions where impact or physical damage is likely shall be avoided. Detectors which are located on the overhead shall be a minimum distance of 0.5 m away from bulkheads, except in corridors, lockers and stairways.

2.4.2.2 The maximum spacing of detectors shall be in accordance with the table below:

Table 9.1 - Spacing of detectors

Type of detector	Maximum floor area per detector	Maximum distance apart between centres	Maximum distance away from bulkheads
Heat	37 m ²	9 m	4.5 m
Smoke	74 m ²	11 m	5.5 m

The Administration may require or permit different spacing to that specified in the above table if based upon test data which demonstrate the characteristics of the detectors.

2.4.3 Arrangement of electric wiring

2.4.3.1 Electrical wiring which forms part of the system shall be so arranged as to avoid galleys, machinery spaces of category A, and other enclosed spaces of high fire risk except where it is necessary to provide for fire detection or fire alarm in such spaces or to connect to the appropriate power supply.

2.4.3.2 A loop of fire detection systems with a zone address identification capability shall not be damaged at more than one point by a fire.

2.5 System control requirements

2.5.1 Visual and audible fire signals*

2.5.1.1 The activation of any detector or manually operated call point shall initiate a visual and audible fire signal at the control panel and indicating units. If the signals have not received attention within 2 minutes an audible alarm shall be automatically sounded throughout the crew accommodation and service spaces, control stations and machinery spaces of category A. This alarm sounder system need not be an integral part of the detection system.

* Refer to the Code on Alarms and Indicators as adopted by the Organization by resolution A.830(19).

2.5.1.2 The control panel shall be located on the navigating bridge or in the continuously manned central control station.

2.5.1.3 Indicating units shall, as a minimum, denote the section in which a detector has been activated or manually operated call point has been operated. At least one unit shall be so located that it is easily accessible to responsible members of the crew at all times. One indicating unit shall be located on the navigating bridge if the control panel is located in the main fire control station.

2.5.1.4 Clear information shall be displayed on or adjacent to each indicating unit about the spaces covered and the location of the sections.

2.5.1.5 Power supplies and electric circuits necessary for the operation of the system shall be monitored for loss of power or fault conditions as appropriate. Occurrence of a fault condition shall initiate a visual and audible fault signal at the control panel which shall be distinct from a fire signal.

2.5.2 Testing

Suitable instructions and component spares for testing and maintenance shall be provided.

Chapter 10 Sample extraction smoke detection systems

1 Application

This chapter details the specifications for sample extraction smoke detection systems as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General requirements

2.1.1 Wherever in the text of this chapter the word "system" appears, it shall mean "sample extraction smoke detection system".

2.1.2 Any required system shall be capable of continuous operation at all times except that systems operating on a sequential scanning principle may be accepted, provided that the interval between scanning the same position twice gives an overall response time to the satisfaction of the Administration.

2.1.3 The system shall be designed, constructed and installed so as to prevent the leakage of any toxic or flammable substances or fire-extinguishing media into any accommodation and service space, control station or machinery space.

2.1.4 The system and equipment shall be suitably designed to withstand supply voltage variations and transients, ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered in ships and to avoid the possibility of ignition of a flammable gas air mixture.

2.1.5 The system shall be of a type that can be tested for correct operation and restored to normal surveillance without the renewal of any component.

2.1.6 An alternative power supply for the electrical equipment used in the operation of the system shall be provided.

2.2 Component requirements

2.2.1 The sensing unit shall be certified to operate before the smoke density within the sensing chamber exceeds 6.65% obscuration per metre.

2.2.2 Duplicate sample extraction fans shall be provided. The fans shall be of sufficient capacity to operate under normal ventilation conditions in the protected area and shall give an overall response time to the satisfaction of the Administration.

2.2.3 The control panel shall permit observation of smoke in the individual sampling pipe.

2.2.4 Means shall be provided to monitor the airflow through the sampling pipes so designed as to ensure that as far as practicable equal quantities are extracted from each interconnected accumulator.

2.2.5 Sampling pipes shall be a minimum of 12 mm internal diameter except when used in conjunction with fixed gas fire-extinguishing systems when the minimum size of pipe shall be sufficient to permit the fire-extinguishing gas to be discharged within the appropriate time.

2.2.6 Sampling pipes shall be provided with an arrangement for periodically purging with compressed air.

2.3 Installation requirements

2.3.1 Smoke accumulators

2.3.1.1 At least one smoke accumulator shall be located in every enclosed space for which smoke detection is required. However, where a space is designed to carry oil or refrigerated cargo alternatively with cargoes for which a smoke sampling system is required, means may be provided to isolate the smoke accumulators in such compartments for the system. Such means shall be to the satisfaction of the Administration.

2.3.1.2 Smoke accumulators shall be located for optimum performance and shall be spaced so that no part of the overhead deck area is more than 12 m measured horizontally from an accumulator. Where systems are used in spaces which may be mechanically ventilated, the position of the smoke accumulators shall be considered having regard to the effects of ventilation.

2.3.1.3 Smoke accumulators shall be positioned where impact or physical damage is unlikely to occur.

2.3.1.4 Not more than four accumulators shall be connected to each sampling point.

2.3.1.5 Smoke accumulators from more than one enclosed space shall not be connected to the same sampling point.

2.3.2 Sampling pipes

2.3.2.1 The sampling pipe arrangements shall be such that the location of the fire can be readily identified.

2.3.2.2 Sampling pipes shall be self-draining and suitably protected from impact or damage from cargo working.

2.4 System control requirements

2.4.1 Visual and audible fire signals

2.4.1.1 The control panel shall be located on the navigating bridge or in the continuously manned central control station.

2.4.1.2 Clear information shall be displayed on or adjacent to the control panel designating the spaces covered.

2.4.1.3 The detection of smoke or other products of combustion shall initiate a visual and audible signal at the control panel and the navigating bridge or continuously manned central control station.

2.4.1.4 Power supplies necessary for the operation of the system shall be monitored for loss of power. Any loss of power shall initiate a visual and audible signal at the control panel and the navigating bridge which shall be distinct from a signal indicating smoke detection.

2.4.2 Testing

Suitable instructions and component spares shall be provided for the testing and maintenance of the system.

Chapter 11 Low-location lighting systems

1 Application

This chapter details the specifications for low-location lighting systems as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General requirements

Any required low-location lighting systems shall be approved by the Administration based on the guidelines developed by the Organization,^{*} or to an international standard acceptable to the Organization^{**}.

^{*} Refer to the Guidelines for the evaluation, testing and application of low-location lighting on passenger ships as adopted by the Organization by resolution A.752(18).

^{**} Refer to the Recommendations by the International Organization for Standardization, in particular, publication ISO 15370:2000 on Low-location lighting on passenger ships.

Chapter 12 Fixed emergency fire pumps

1 Application

This chapter details the specifications for emergency fire pumps as required by chapter II-2 of the SOLAS Convention. This chapter is not applicable to passenger ships of 1,000 gross tonnage and upwards. See SOLAS regulation II-2/10.2.2.3.1.1 for requirements for such ships.

2 Engineering specifications

2.1 General

The emergency fire pump shall be of a fixed independently driven power-operated pump.

2.2 Component requirements

2.2.1 Emergency fire pumps

2.2.1.1 Capacity of the pump

The capacity of the pump shall not be less than 40% of the total capacity of the fire pumps required by SOLAS regulation II-2/10.2.2.4.1. and in any case not less than the follow:

- | | | |
|-----------|---|----------------------|
| .1 | for passenger ships less than 1000 gross tonnage and for cargo ships of 2000 gross tonnage and upwards; and | 25 m ³ /h |
| .2 | for cargo ships less than 2000 gross tonnage | 15 m ³ /h |

2.2.1.2 Pressure at hydrants

When the pump is delivering the quantity of water required by paragraph 2.2.1.1, the pressure at any hydrants shall be not less than the minimum pressure required by chapter II-2 of the Convention.

2.2.1.3 Suction heads

The total suction head and the net positive suction head of the pump shall be determined having due regard to the requirements of the Convention and this chapter on the pump capacity and on the hydrant pressure under all conditions of list, trim, roll and pitch likely to be encountered in service. The ballast condition of a ship on entering or leaving a dry dock need not be considered a service condition.

2.2.2 Diesel engines and fuel tank

2.2.2.1 Starting of diesel engine

Any diesel driven power source for the pump shall be capable of being readily started in its cold condition down to the temperature of 0°C by hand (manual) cranking. If this is impracticable, or if lower temperature are likely to be encountered, consideration is to be given to the provision and maintenance of heating arrangement, acceptable to the Administration so that ready starting

will be assured. If hand (manual) starting is impracticable, the Administration may permit other means of starting. These means shall be such as to enable the diesel driven power source to be started at least six times within a period of 30 min and at least twice within the first 10 min.

2.2.2.2 Fuel tank capacity

Any service fuel tank shall contain sufficient fuel to enable the pump to run on full load for at least three hours and sufficient reserves of fuel shall be available outside the machinery space of category A to enable the pump to be run on full load for an additional 15 h.

Chapter 13 Arrangement of means of escape

1 Application

This chapter details the specifications for means of escape as required by chapter II-2 of the SOLAS Convention.

2 Passenger ships

2.1 Width of stairways

2.1.1 Basic requirements for stairway width

Stairways shall not be less than 900 mm in clear width. The minimum clear width of stairways shall be increased by 10 mm for every one person provided for in excess of 90 persons. The total number of persons to be evacuated by such stairways shall be assumed to be two thirds of the crew and the total number of passengers in the areas served by such stairways. The width of the stairways shall not be inferior to those determined by paragraph 2.1.2.

2.1.2 Calculation method of stairway width

2.1.2.1 Basic principles of the calculation

2.1.2.1.1 This calculation method determines the minimum stairway width at each deck level, taking into account the consecutive stairways leading into the stairway under consideration.

2.1.2.1.2 It is the intention that the calculation method shall consider evacuation from enclosed spaces within each main vertical zone individually and take into account all of the persons using the stairway enclosures in each zone, even if they enter that stairway from another vertical zone.

2.1.2.1.3 For each main vertical zone the calculation shall be completed for the night time (case 1) and day time (case 2) and the largest dimension from either case used for determining the stairway width for each deck under consideration.

2.1.2.1.4 The calculation of stairway widths shall be based upon the crew and passenger load on each deck. Occupant loads shall be rated by the designer for passenger and crew accommodation spaces, service spaces, control spaces and machinery spaces. For the purpose of the calculation the maximum capacity of a public space shall be defined by either of the following two values: the number of seats or similar arrangements, or the number obtained by assigning 2 m² of gross deck surface area to each person.

2.1.2.2 Calculation method for minimum value

2.1.2.2.1 Basic formulae

In considering the design of stairway widths for each individual case which allow for the timely flow of persons evacuating to the muster stations from adjacent decks above and below, the following calculation methods shall be used (see figure 1 and figure 2):

when joining two decks: $W=(N1+N2) 10\text{mm}$;
when joining three decks: $W=(N1+N2+0.5N3) 10\text{mm}$;
when joining four decks: $W=(N1+N2+0.5N3+0.25N4) 10\text{mm}$;
when joining five decks or more decks the width of the stairways shall be determined by applying the above formula for four decks to the deck under consideration and to the consecutive deck,

where:

W = the required tread width between handrails of the stairway.

The calculated value of W may be reduced where available landing area S is provided in stairways at the deck level defined by subtracting P from Z , such that:

$$P = S \ 3.0 \text{ persons/m}^2 ; P_{\text{max}} = 0.25Z$$

where:

- Z = the total number of persons expected to be evacuated on the deck being considered;
- P = the number of persons taking temporary refuge on the stairway landing, which may be subtracted from Z to a maximum value of $P = 0.25Z$ (to be rounded down to the nearest whole number) ;
- S = the surface area (m^2) of the landing, minus the surface area necessary for the opening of doors and minus the surface area necessary for accessing the flow on stairs (see figure 1);
- N = the total number of persons expected to use the stairway from each consecutive deck under consideration; $N1$ is for the deck with the largest number of persons using that stairway; $N2$ is taken for the deck with the next highest number of persons directly entering the stairway flow such that, when sizing the stairway width as each deck level, $N1 > N2 > N3 > N4$ (see figure 2). These decks are assumed to be on or upstream (i.e. away from the embarkation deck) of the deck being considered.

FIGURE 1

LANDING CALCULATION FOR STAIRWAY WIDTH REDUCTION

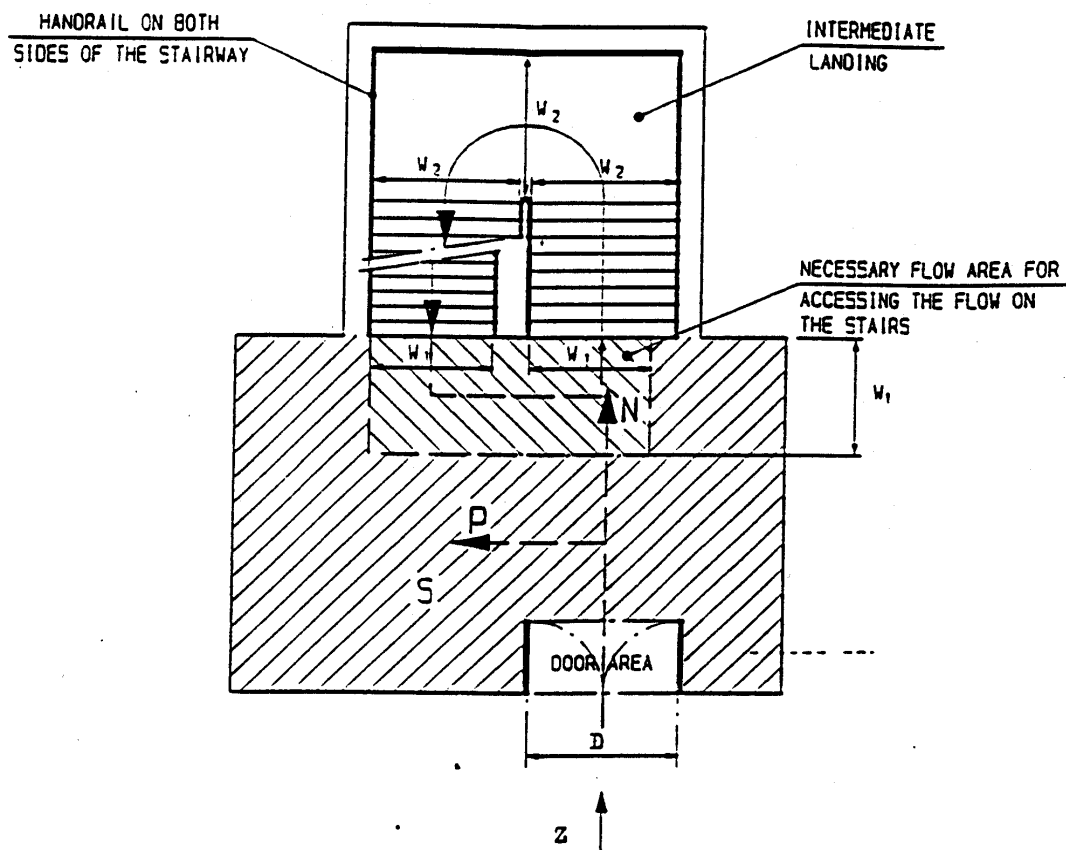
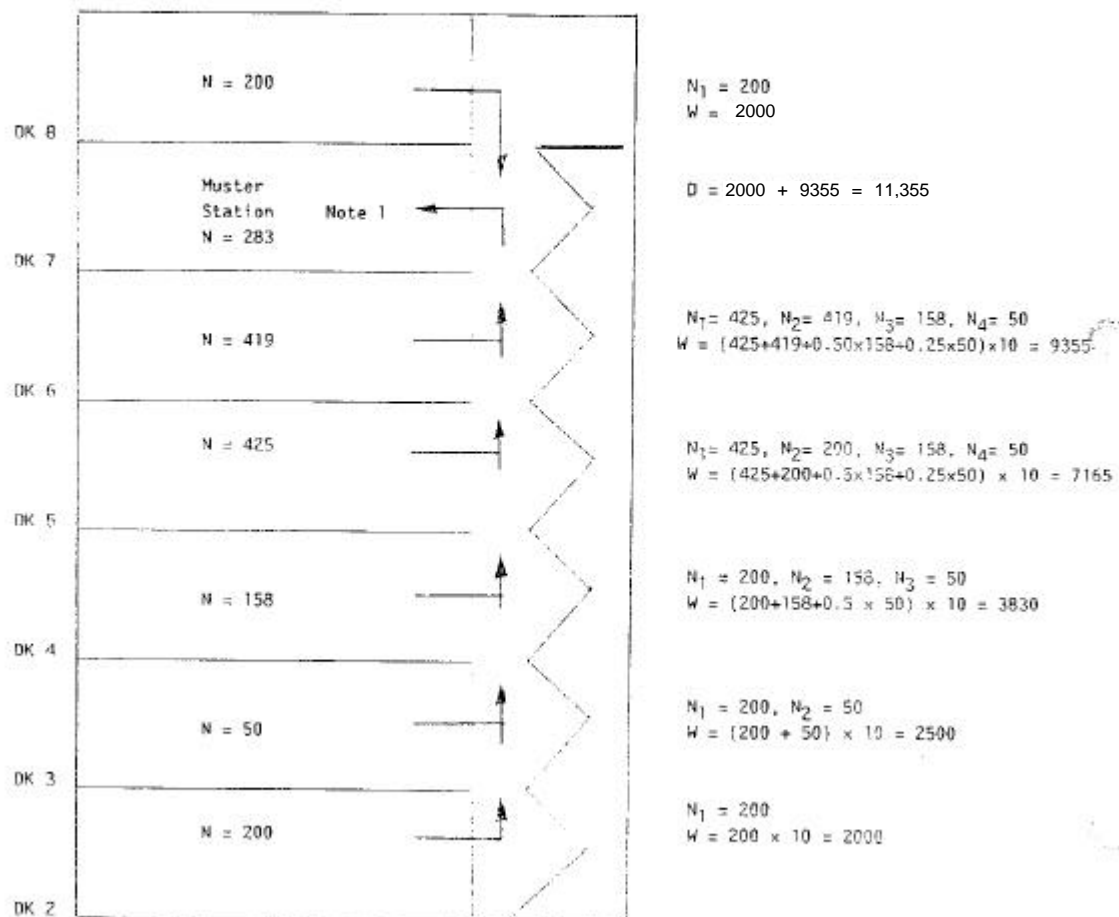


FIGURE 2

MINIMUM STAIRWAY WIDTH (W) CALCULATION EXAMPLE



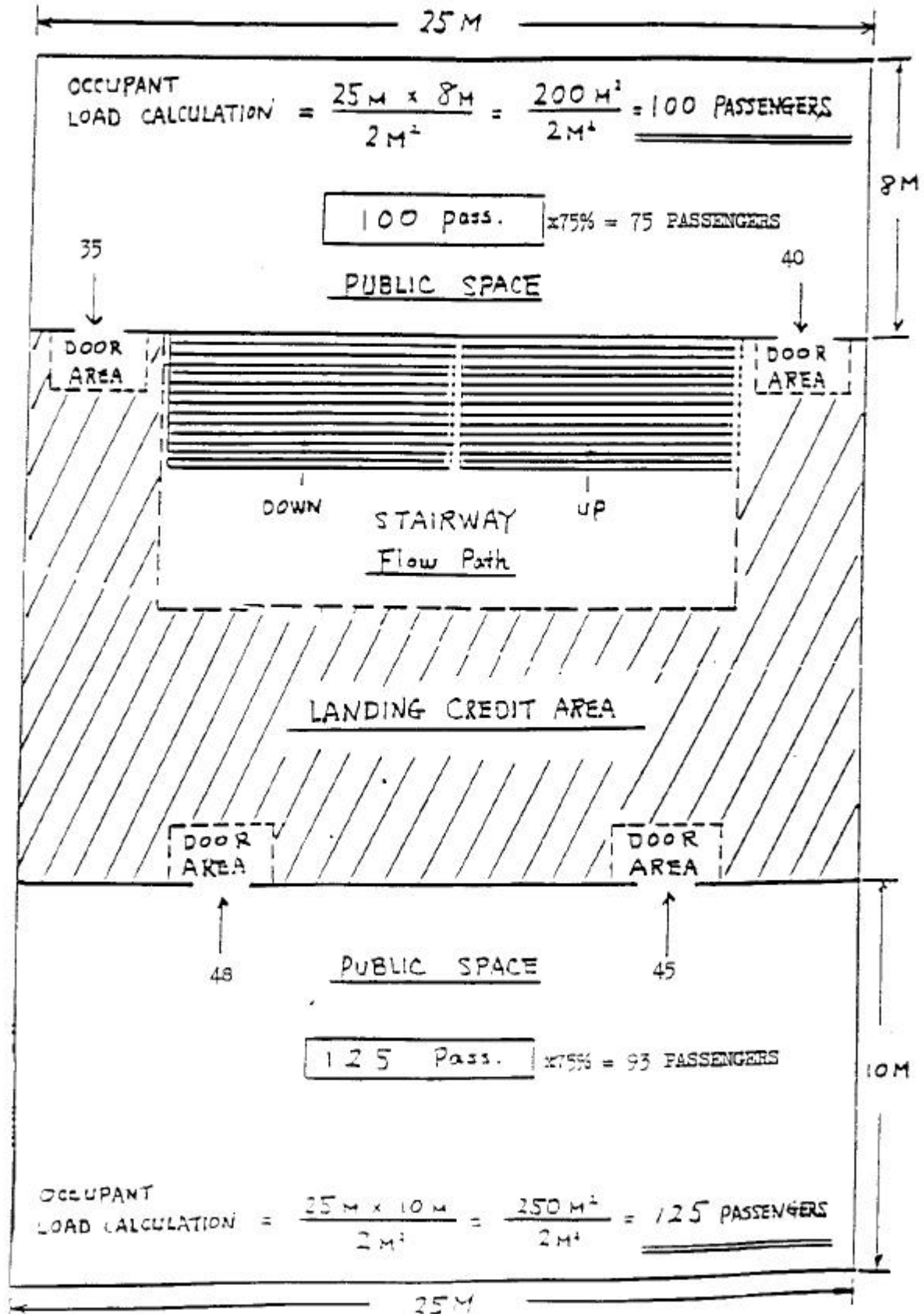
2.1.2.2.2 Distribution of persons

2.1.2.2.2.1 The dimension of the means of escape shall be calculated on the basis of the total number of persons expected to escape by the stairway and through doorways, corridors and landings (see figure 3). Calculations shall be made separately for the two cases of occupancy of the spaces specified below. For each component part of the escape route, the dimension taken shall not be less than the largest dimension determined for each case:

- Case 1: Passengers in cabins with maximum berthing capacity fully occupied; members of the crew in cabins occupied to 2/3 of maximum berthing capacity; and service spaces occupied by 1/3 of the crew.
- Case 2: Passengers in public spaces occupied to 3/4 of maximum capacity; members of the crew in public spaces occupied to 1/3 of the maximum capacity; service spaces occupied by 1/3 of the crew; and crew accommodation occupied by 1/3 of the crew.

FIGURE 3

OCCUPANT LOADING CALCULATION EXAMPLE



2.1.2.2.2.2 The maximum number of persons contained in a vertical zone, including persons entering stairways from another main vertical zone, shall not be assumed to be higher than the maximum number of persons authorized to be carried on board for the calculation of stairway width only.

2.1.3 Prohibition of decrease in width in the direction to the assembly station

The stairway shall not decrease in width in the direction of evacuation to the assembly station, except in the case of several muster stations in one main vertical zone the stairway width shall not decrease in the direction of the evacuation to the most distant muster station.

2.2 Details of stairways

2.2.1 Handrails

Stairways shall be fitted with handrails on each side. The maximum clear width between handrails shall be 1800 mm.

2.2.2 Alignment of stairways

All stairways sized for more than 90 persons shall be aligned fore and aft.

2.2.3 Vertical rise and inclination

Stairways shall not exceed 3.5 m in vertical rise without the provision of a landing and shall not have an angle of inclination greater than 45 degrees.

2.2.4 Landings

Landings at each deck level shall be not less than 2 m² in area and shall increase by 1 m² for every 10 persons provided for in excess of 20 persons but need not exceed 16 m², except for those landings servicing public spaces having direct access onto the stairway enclosure.

2.3 Doorways and corridors

2.3.1 Doorways and corridors and intermediate landings included in means of escape shall be sized in the same manner as stairways.

2.3.2 The aggregate width of stairway exit doors to the muster station* shall not be less than the aggregate width of stairways serving this deck.

2.4 Evacuation routes to the embarkation deck

2.4.1 Assembly station

It shall be recognized that the evacuation routes to the embarkation deck may include an assembly station. In this case consideration shall be given to the fire-protection requirements and sizing of corridors and doors from the stairway enclosure to the muster station and from the

* Refer to the Indication of the "assembly stations" in passenger ships (MSC/Circ.777).

muster station to the embarkation deck, noting that evacuation of persons from muster stations to embarkation positions will be carried out in small control groups.

2.4.2 Routes from the assembly station to the survival craft embarkation position

Where the passengers and crew are held at an assembly station which is not at the survival craft embarkation position, the dimension of stairway width and doors from the muster station to this position shall not be based on the number of persons in the controlled group. The width of these stairways and doors need not exceed 1,500 mm unless larger dimensions are required for evacuation of these spaces under normal conditions.

2.5 Means of escape plans

2.5.1 Means of escape plans shall be provided indicating the following:

- .1** the number of the crew and passengers in all normally occupied spaces;
- .2** the number of crew and passengers expected to escape by stairway and through doorways, corridors and landings;
- .3** assembly stations and survival craft embarkation positions;
- .4** primary and secondary means of escape; and
- .5** width of stairways, doors, corridors and landing areas.

2.5.2 Means of escape plans shall be accompanied by detailed calculation for determining the width of escape stairways, doors, corridors and landing areas.

3 Cargo ships

Stairways and corridors used as means of escape shall be not less than 700 mm in clear width and shall have a handrail on one side. Stairways and corridors with a clear width of 1,800 mm and over shall have handrails on both sides. "Clear width" is considered the distance between the handrail and the bulkhead on the other side or between the handrails. The angle of inclination of stairways should be, in general, 45° but not greater than 50°, and in machinery spaces and small spaces not more than 60°. Doorways which give access to a stairway shall be of the same size as the stairway.

Chapter 14 Fixed deck foam systems

1 Application

This chapter details the specifications for fixed deck foam systems which are required to be provided by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General

2.1.1 The arrangements for providing foam shall be capable of delivering foam to the entire cargo tanks deck area as well as into any cargo tank the deck of which has been ruptured.

2.1.2 The deck foam system shall be capable of simple and rapid operation.

2.1.3 Operation of a deck foam system at its required output shall permit the simultaneous use of the minimum required number of jets of water at the required pressure from the fire main.

2.2 Component requirements

2.2.1 Foam solution and foam concentrate

2.2.1.1 The rate of supply of foam solution shall be not less than the greatest of the following:

- .1** 0.6 litre/minute per square metre of cargo tanks deck area, where cargo tanks deck area means the maximum breadth of the ship multiplied by the total longitudinal extent of the cargo tank spaces;
- .2** 6 litre/minute per square metre of the horizontal sectional area of the single tank having the largest such area; or
- .3** 3 litre/minute per square metre of the area protected by the largest monitor, such area being entirely forward of the monitor, but not less than 1,250 litre/minute.

2.2.1.2 Sufficient foam concentrate shall be supplied to ensure at least 20 min of foam generation in tankers fitted with an inert gas installation or 30 min of foam generation in tankers not fitted with an inert gas installation when using solution rates stipulated in paragraph 2.2.1, as appropriate, whichever is the greatest. The foam expansion ratio (i.e., the ratio of the volume of foam produced to the volume of the mixture of water and foam-making concentrate supplied) shall not generally exceed 12 to 1. Where systems essentially produce low expansion foam but an expansion ratio slightly in excess of 12 to 1, the quantity of foam solution available shall be calculated as for 12 to 1 expansion ratio systems.* When medium expansion ratio foam** (between 50 to 1 and 150 to 1 expansion ratio) is employed, the application rate of the foam and the capacity of a monitor installation shall be to the satisfaction of the Administration.

2.2.2 Monitors and foam applicators

2.2.2.1 Foam from the fixed foam system shall be supplied by means of monitors and foam applicators. At least 50% of the foam solution supply rate required in paragraphs 2.2.1.1.1 and 2.2.1.1.2 shall be delivered from each monitor. On tankers of less than 4,000 gross tonnage

* Refer to the Guidelines for the performance and testing criteria, and surveys of low-expansion foam concentrates for fixed fire-extinguishing systems (MSC/Circ.582 and Corr.1).

** Refer to the Guidelines for the performance and testing criteria, and surveys of medium expansion foam concentrates for fixed fire-extinguishing systems (MSC/Circ.798)

deadweight the Administration may not require installation of monitors but only applicators. However, in such a case the capacity of each applicator shall be at least 25% of the foam solution supply rate required in paragraphs 2.2.1.1.1 or 2.2.1.1.2.

2.2.2.2 The capacity of any monitor shall be at least 3 litre/minute of foam solution per square metre of deck area protected by that monitor, such area being entirely forward of the monitor. Such capacity shall be not less than 1,250 l/min.

2.2.2.3 The capacity of any applicator shall be not less than 400 l/min and the applicator throw in still air conditions shall be not less than 15 m.

2.3 Installation requirements

2.3.1 Main control station

The main control station for the system shall be suitably located outside the cargo area, adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the areas protected.

2.3.2 Monitors

2.3.2.1 The number and position of monitors shall be such as to comply with paragraph 2.1.1.

2.3.2.2 The distance from the monitor to the farthest extremity of the protected area forward of that monitor shall not be more than 75% of the monitor throw in still air conditions.

2.3.2.3 A monitor and hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck. On tankers of less than 4,000 gross tonnage deadweight a hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck.

2.3.3 Applicators

2.3.3.1 The number of foam applicators provided shall be not less than four. The number and disposition of foam main outlets shall be such that foam from at least two applicators can be directed on to any part of the cargo tanks deck area.

2.3.3.2 Applicators shall be provided to ensure flexibility of action during fire-fighting operations and to cover areas screened from the monitors.

2.3.4 Isolation valves

Valves shall be provided in the foam main, and in the fire main when this is an integral part of the deck foam system, immediately forward of any monitor position to isolate damaged sections of those mains.

Chapter 15 Inert gas systems

1 Application

This chapter details the specifications for inert gas systems as required by chapter II-2 of the SOLAS Convention.

2 Engineering specifications

2.1 General

2.1.1 Throughout this chapter the term cargo tank includes also slop tanks.

2.1.2 The inert gas system referred to in chapter II-2 of the Convention shall be designed, constructed and tested to the satisfaction of the Administration. It shall be so designed* and operated as to render and maintain the atmosphere of the cargo tanks non-flammable at all times, except when such tanks are required to be gas-free. In the event that the inert gas system is unable to meet the operational requirement set out above and it has been assessed that it is impracticable to effect a repair, then cargo discharge, deballasting and necessary tank cleaning shall only be resumed when the "emergency conditions" laid down in the Guidelines on Inert Gas Systems are complied with**.

2.1.3 Required functions

The system shall be capable of:

- .1** inerting empty cargo tanks by reducing the oxygen content of the atmosphere in each tank to a level at which combustion cannot be supported;
- .2** maintaining the atmosphere in any part of any cargo tank with an oxygen content not exceeding 8% by volume and at a positive pressure at all times in port and at sea except when it is necessary for such a tank to be gas-free;
- .3** eliminating the need for air to enter a tank during normal operations except when it is necessary for such a tank to be gas-free; and
- .4** purging empty cargo tanks of a hydrocarbon gas, so that subsequent gas-freeing operations will at no time create a flammable atmosphere within the tank.

* Refer to the Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers (MSC/Circ.677) and the Revised factors to be taking into consideration when designing cargo tank venting and gas-freeing arrangements (MSC/Circ.450/Rev.1).

** Refer to the Clarification of inert gas system requirements under the Convention (MSC/Circ.485) and to the Revised guidelines for inert gas systems (MSC/Circ.387).

2.2 Component requirements

2.2.1 Supply of inert gas

2.2.1.1 The inert gas supply may be treated flue gas from main or auxiliary boilers. The Administration may accept systems using flue gases from one or more separate gas generators or other sources or any combination thereof, provided that an equivalent standard of safety is achieved. Such systems shall, as far as practicable, comply with the requirements of this chapter. Systems using stored carbon dioxide shall not be permitted unless the Administration is satisfied that the risk of ignition from generation of static electricity by the system itself is minimized.

2.2.1.2 The system shall be capable of delivering inert gas to the cargo tanks at a rate of at least 125% of the maximum rate of discharge capacity of the ship expressed as a volume.

2.2.1.3 The system shall be capable of delivering inert gas with an oxygen content of not more than 5 % by volume in the inert gas supply main to the cargo tanks at any required rate of flow.

2.2.1.4 Two fuel oil pumps shall be fitted to the inert gas generator. The Administration may permit only one fuel oil pump on condition that sufficient spares for the fuel oil pump and its prime mover are carried on board to enable any failure of the fuel oil pump and its prime mover to be rectified by the ship's crew.

2.2.2 Scrubbers

2.2.2.1 A flue gas scrubber shall be fitted which will effectively cool the volume of gas specified in paragraphs 2.2.1.2 and 2.2.1.3 and remove solids and sulphur combustion products. The cooling water arrangements shall be such that an adequate supply of water will always be available without interfering with any essential services on the ship. Provision shall also be made for an alternative supply of cooling water.

2.2.2.2 Filters or equivalent devices shall be fitted to minimize the amount of water carried over to the inert gas blowers.

2.2.2.3 The scrubber shall be located aft of all cargo tanks, cargo pump-rooms and cofferdams separating these spaces from machinery spaces of category A.

2.2.3 Blowers

2.2.3.1 At least two blowers shall be fitted and be capable of delivering to the cargo tanks at least the volume of gas required by paragraphs 2.2.1.2 and 2.2.1.3. For systems with gas generators the Administration may permit only one blower if that system is capable of delivering the total volume of gas required by paragraphs 2.2.1.2 and 2.2.1.3 to the protected cargo tanks, provided that sufficient spares for the blower and its prime mover are carried on board to enable any failure of the blower and its prime mover to be rectified by the ship's crew.

2.2.3.2 The inert gas system shall be so designed that the maximum pressure which it can exert on any cargo tank will not exceed the test pressure of any cargo tank. Suitable shutoff arrangements shall be provided on the suction and discharge connections of each blower. Arrangements shall be provided to enable the functioning of the inert gas plant to be stabilized before commencing cargo discharge. If the blowers are to be used for gas-freeing, their air inlets shall be provided with blanking arrangements.

2.2.3.3 The blowers shall be located aft of all cargo tanks, cargo pump-rooms and cofferdams separating these spaces from machinery spaces of category A.

2.2.4 Water seals

2.2.4.1 The water seal referred to in paragraph 2.3.1.4.1 shall be capable of being supplied by two separate pumps, each of which shall be capable of maintaining an adequate supply at all times.

2.2.4.2 The arrangement of the seal and its associated fittings shall be such that it will prevent backflow of hydrocarbon vapours and will ensure the proper functioning of the seal under operating conditions.

2.2.4.3 Provision shall be made to ensure that the water seal is protected against freezing, in such a way that the integrity of seal is not impaired by overheating.

2.2.4.4 A water loop or other approved arrangement shall also be fitted to each associated water supply and drain pipe and each venting or pressure-sensing pipe leading to gas-safe spaces. Means shall be provided to prevent such loops from being emptied by vacuum.

2.2.4.5 The deck water seal and loop arrangements shall be capable of preventing return of hydrocarbon vapours at a pressure equal to the test pressure of the cargo tanks.

2.2.4.6 In respect of paragraph 2.4.3.1.7, the Administration shall be satisfied as to the maintenance of an adequate reserve of water at all times and the integrity of the arrangements to permit the automatic formation of the water seal when the gas flow ceases. The audible and visual alarm on the low level of water in the water seal shall operate when the inert gas is not being supplied.

2.3 Installation requirements

2.3.1 Safety measures in the system

2.3.1.1 Flue gas isolating valves

Flue gas isolating valves shall be fitted in the inert gas supply mains between the boiler uptakes and the flue gas scrubber. These valves shall be provided with indicators to show whether they are open or shut, and precautions shall be taken to maintain them gas-tight and keep the seatings clear of soot. Arrangements shall be made to ensure that boiler soot blowers cannot be operated when the corresponding flue gas valve is open.

2.3.1.2 Prevention of flue gas leakage

2.3.1.2.1 Special consideration shall be given to the design and location of scrubber and blowers with relevant piping and fittings in order to prevent flue gas leakages into enclosed spaces.

2.3.1.3.2 To permit safe maintenance, an additional water seal or other effective means of preventing flue gas leakage shall be fitted between the flue gas isolating valves and scrubber or incorporated in the gas entry to the scrubber.

2.3.1.3 Gas regulation valves

2.3.1.3.1 A gas regulating valve shall be fitted in the inert gas supply main. This valve shall be automatically controlled to close as required in paragraphs 2.3.1.5. It shall also be capable of automatically regulating the flow of inert gas to the cargo tanks unless means are provided to automatically control the speed of the inert gas blowers required in paragraph 2.2.3.

2.3.1.3.2 The valve referred to in paragraph 2.3.1.3.1 shall be located at the forward bulkhead of the forward most gas-safe space* through which the inert gas supply main passes.

2.3.1.4 Non-return devices of flue gas

2.3.1.4.1 At least two non-return devices, one of which shall be a water seal, shall be fitted in the inert gas supply main, in order to prevent the return of hydrocarbon vapour to the machinery space uptakes or to any gas-safe spaces under all normal conditions of trim, list and motion of the ship. They shall be located between the automatic valve required by paragraph 2.3.1.3.1 and the aftermost connection to any cargo tank or cargo pipeline.

2.3.1.4.2 The devices referred to in paragraph 2.3.1.4.1 shall be located in the cargo area on deck.

2.3.1.4.3 The second device shall be a non-return valve or equivalent capable of preventing the return of vapours or liquids and fitted forward of the deck water seal required in paragraph 2.3.1.4.1. It shall be provided with positive means of closure. As an alternative to positive means of closure, an additional valve having such means of closure may be provided forward of the non-return valve to isolate the deck water seal from the inert gas main to the cargo tanks.

2.3.1.4.4 As an additional safeguard against the possible leakage of hydrocarbon liquids or vapours back from the deck main, means shall be provided to permit this section of the line between the valve having positive means of closure referred to in paragraph 2.3.1.4.3 and the valve referred to in paragraph 2.3.1.3 to be vented in a safe manner when the first of these valves is closed.

2.3.1.5 Automatic shutdown

2.3.1.5.1 Automatic shutdown of the inert gas blowers and gas regulating valve shall be arranged on predetermined limits being reached in respect of paragraphs 2.4.3.1.1, 2.4.3.1.2 and 2.4.3.1.3.

2.3.1.5.2 Automatic shutdown of the gas regulating valve shall be arranged in respect of paragraph 2.4.3.1.4.

2.3.1.6 Action to the oxygen rich gas

In respect of paragraph 2.4.3.1.5, when the oxygen content of the inert gas exceeds 8% by volume, immediate action shall be taken to improve the gas quality. Unless the quality of the gas improves, all cargo tank operations shall be suspended so as to avoid air being drawn into the tanks and the isolation valve referred to in paragraph 2.3.1.4.3 shall be closed.

* A gas-safe space is a space in which the entry of hydrocarbon gases would produce hazards with regard to flammability or toxicity.

2.3.2 Inert gas lines

2.3.2.1 The inert gas main may be divided into two or more branches forward of the non-return devices required by paragraphs 2.2.4 and 2.3.1.4.

2.3.2.2 The inert gas supply main shall be fitted with branch piping leading to each cargo tank. Branch piping for inert gas shall be fitted with either stop valves or equivalent means of control for isolating each tank. Where stop valves are fitted, they shall be provided with locking arrangements, which shall be under the control of a responsible ship's officer. The control system operated shall provide unambiguous information of the operational status of such valves.

2.3.2.3 In combination carriers, the arrangement to isolate the slop tanks containing oil or oil residues from other tanks shall consist of blank flanges which will remain in position at all times when cargoes other than oil are being carried except as provided for in the relevant section of the Guidelines on Inert Gas Systems.

2.3.2.4 Means shall be provided to protect cargo tanks against the effect of overpressure or vacuum caused by thermal variations when the cargo tanks are isolated from the inert gas mains.

2.3.2.5 Piping systems shall be so designed as to prevent the accumulation of cargo or water in the pipelines under all normal conditions.

2.3.2.6 Arrangements shall be provided to enable the inert gas main to be connected to an external supply of inert gas. The arrangements shall consist of a 250 mm nominal pipe size bolted flange, isolated from the inert gas main by a valve and located forward of the non-return valve referred to in paragraph 2.3.1.4.3. The design of the flange should conform to the appropriate class in the standards adopted for the design of other external connections in the ship's cargo piping system.

2.3.2.7 If a connection is fitted between the inert gas supply main and the cargo piping system, arrangements shall be made to ensure an effective isolation having regard to the large pressure difference which may exist between the systems. This shall consist of two shutoff valves with an arrangement to vent the space between the valves in a safe manner or an arrangement consisting of a spool-piece with associated blanks.

2.3.2.8 The valve separating the inert gas supply main from the cargo main and which is on the cargo main side shall be a non-return valve with a positive means of closure.

2.4 Operation and control requirements

2.4.1 Indication devices

Means shall be provided for continuously indicating the temperature and pressure of the inert gas at the discharge side of the gas blowers, whenever the gas blowers are operating.

2.4.2 Indicating and recording devices

2.4.2.1 Instrumentation shall be fitted for continuously indicating and permanently recording, when inert gas is being supplied:

- .1 the pressure of the inert gas supply mains forward of the non-return devices required by paragraph 2.3.1.4.1; and
- .2 the oxygen content of the inert gas in the inert gas supply mains on the discharge side of the gas blowers.

2.4.2.2 The devices referred to in paragraph 2.4.2.1 shall be placed in the cargo control room where provided. But where no cargo control room is provided, they shall be placed in a position easily accessible to the officer in charge of cargo operations.

2.4.2.3 In addition, meters shall be fitted:

- .1 in the navigating bridge to indicate at all times the pressure referred to in paragraph 2.4.2.1.1 and the pressure in the slop tanks of combination carriers, whenever those tanks are isolated from the inert gas supply main; and
- .2 in the machinery control room or in the machinery space to indicate the oxygen content referred to in paragraph 2.4.2.1.2.

2.4.2.4 Portable instruments for measuring oxygen and flammable vapour concentration shall be provided. In addition, suitable arrangement shall be made on each cargo tank such that the condition of the tank atmosphere can be determined using these portable instruments.

2.4.2.5 Suitable means shall be provided for the zero and span calibration of both fixed and portable gas concentration measurement instruments, referred to in paragraphs 2.4.2.

2.4.3 Audible and visual alarms

2.4.3.1 For inert gas systems of both the flue, gas type and the inert gas generator type, audible and visual alarms shall be provided to indicate:

- .1 low water pressure or low water flow rate to the flue gas scrubber as referred to in paragraph 2.2.2.1;
- .2 high water level in the flue gas scrubber as referred to in paragraph 2.2.2.1;
- .3 high gas temperature as referred to in paragraph 2.4.1;
- .4 failure of the inert gas blowers referred to in paragraph 2.2.3;
- .5 oxygen content in excess of 8% by volume as referred to in paragraph 2.4.2.1.2;
- .6 failure of the power supply to the automatic control system for the gas regulating valve and to the indicating devices as referred to in paragraphs 2.3.1.3 and 2.4.2.1;
- .7 low water level in the water seal as referred to in paragraph 2.3.1.4.1;
- .8 gas pressure less than 100 mm water gauge as referred to in paragraph 2.4.2.1.1. The alarm arrangement shall be such as to ensure that the pressure in slop tanks in combination carriers can be monitored at all times; and

- .9** high gas pressure as referred to in paragraph 2.4.2.1.1.

2.4.3.2 For inert gas systems of the inert gas generator type, additional audible and visual alarms shall be provided to indicate:

- .1** insufficient fuel oil supply;
- .2** failure of the power supply to the generator; and
- .3** failure of the power supply to the automatic control system for the generator.

2.4.3.3 The alarms required in paragraphs 2.4.3.1.5, 2.4.3.1.6 and 2.4.3.1.8 shall be fitted in the machinery space and cargo control room, where provided, but in each case in such a position that they are immediately received by responsible members of the crew.

2.4.3.4 An audible alarm system independent of that required in paragraph 2.4.3.1.8 or automatic shutdown of cargo pumps shall be provided to operate on predetermined limits of low pressure in the inert gas main being reached.

2.4.4 Instruction manuals

Detailed instruction manuals shall be provided on board, covering the operations, safety and maintenance requirements and occupational health hazards relevant to the inert gas system and its application to the cargo tank system.* The manuals shall include guidance on procedures to be followed in the event of a fault or failure of the inert gas system.

* Refer to the Revised Guidelines for Inert Gas Systems (MSC/ Circ.353).

ANNEX 17**DRAFT AMENDMENTS TO SOLAS REGULATION II-1/3-4 ON EMERGENCY
TOWING ARRANGEMENTS ON TANKERS**

The existing text of SOLAS regulation II-1/3-4 is replaced by the following:

“Regulation 3-4**Emergency towing arrangements on tankers**

- 1 Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.
- 2 For tankers constructed on or after [1 July 2002]:
 - .1 the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and
 - .2 emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.*
- 3 For tankers constructed before [1 July 2002], the design and construction of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.

* Refer to the Guidelines for emergency towing arrangements on tankers, adopted by the Maritime Safety Committee by resolution MSC.35(63), as may be amended."

ANNEX 18**DRAFT MSC RESOLUTION****ADOPTION OF THE INTERNATIONAL CODE OF SAFETY FOR
HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.36(63) by which the Committee adopted the International Code for the Safety of High-Speed Craft (HSC Code) and chapter X of the International Convention for the Safety of Life at Sea (SOLAS), 1974 which made the HSC Code mandatory under that Convention,

RECOGNIZING that development of novel types and sizes of high-speed craft and improvements of maritime safety standards since the adoption of the HSC Code necessitate the revision of the provisions for the design, construction, equipment and operation of high-speed craft in order to maintain the highest practical level of safety,

NOTING ALSO resolution MSC....(...) by which it adopted amendments to SOLAS chapter X to make the provisions of the International Code for the Safety of High-Speed Craft, 2000 (2000 HSC Code) mandatory under the Convention for high-speed craft constructed on or after [1 July 2002],

HAVING CONSIDERED, at its [] session, the text of the proposed 2000 HSC Code which has been developed following a thorough revision of the HSC Code,

1. ADOPTS the International Code of Safety for High-Speed Craft, 2000, the text of which is set out in the Annex to the present resolution;
2. NOTES that, under the provisions of SOLAS regulation X/1.2, amendments to the 2000 HSC Code shall be adopted, brought into force and shall take effect in accordance with the provisions of article VIII of that Convention concerning the amendment procedures applicable to the Annex to the Convention other than chapter I;
3. REQUESTS the Secretary-General to transmit certified copies of the present resolution and the text of the 2000 HSC Code contained in the Annex to all Contracting Governments to the Convention;
4. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and the Annex to all Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**THE INTERNATIONAL CODE OF SAFETY FOR
HIGH-SPEED CRAFT, 2000**

(For reasons of economy, the text of the Code, which can be found in annex 3 to document DE 43/18, is not reproduced here. However, it will be annexed to document MSC 73/3/4, which will include editorial modifications to the Code as appropriate.)

ANNEX 19

DRAFT AMENDMENTS TO SOLAS CHAPTER X

CHAPTER X

SAFETY MEASURES FOR HIGH-SPEED CRAFT

Regulation 1 - Definitions

- 1 Existing paragraph 1 is replaced by the following:

"For the purpose of this chapter:

1 *High-Speed Craft Code, 1994 (1994 HSC Code)* means the International Code of Safety for High-Speed Craft adopted by the Maritime Safety Committee of the Organization by resolution MSC.36(63), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

2 *High-Speed Craft Code, 2000 (2000 HSC Code)* means the International Code of Safety for High-Speed Craft, 2000 adopted by the Maritime Safety Committee of the Organization by resolution MSC...(…), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I."

- 2 Existing paragraph 2 is replaced by the following:

"3 *High-speed craft* is a craft capable of a maximum speed, in metres per second (m/s), equal to or exceeding:

$$3.7 \nabla^{0.1667}$$

where:

∇ = volume of displacement corresponding to the design waterline (m³),

excluding craft the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect."

- 3 The existing paragraphs 3 and 4 are renumbered as paragraphs 4 and 5.

- 4 In the renumbered paragraph 5, in subparagraph .2, the figure "1%" is replaced by "3%".

- 5 A new paragraph 6 is included as follows:

"6 Craft constructed on or after 1 January 1996 which undergo repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to these craft. Such craft, if constructed before [1 July 2002], shall comply with the requirements for craft constructed on or after that date to at least the same extent as they did before undergoing such repairs, alterations, modifications or outfitting. Repairs, alterations, modifications of a major character and

outfitting related thereto shall meet the requirements for craft constructed on or after [1 July 2002] in so far as the Administration deems reasonable and practicable.”

Regulation 3 - Requirements for high-speed craft

6 Existing paragraph 1 is replaced by the following:

"1 Notwithstanding the provisions of chapters I to IV and regulation [V/12]^{*}:

- .1 a high-speed craft constructed on or after 1 January 1996 but before [1 July 2002] which complies with the requirements of the High-Speed Craft Code, 1994 in its entirety and which has been surveyed and certified as provided in that Code shall be deemed to have complied with the requirements of chapters I to IV and regulation [V/12]^{*}. For the purpose of this regulation, the requirements of that Code shall be treated as mandatory.
- .2 a high-speed craft constructed on or after [1 July 2002] which complies with the requirements of the High-Speed Craft Code, 2000 in its entirety and which has been surveyed and certified as provided in that Code shall be deemed to have complied with the requirements of chapters I to IV and regulation [V/12]^{*}.

^{*} To be adjusted after adoption of revised SOLAS chapter V.

ANNEX 20

**DRAFT SOLAS REGULATION II-1/3-5 ON NEW INSTALLATION
OF MATERIALS CONTAINING ASBESTOS**

CHAPTER II-1

**CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**

The following new regulation 3-5 is inserted after existing regulation 3-4:

"Regulation 3-5

New installation of materials containing asbestos

- 1 This regulation shall apply to materials used for the structure, machinery, electrical installations and equipment covered by the present Convention.
- 2 For all ships, new installation of materials which contain asbestos shall be prohibited except for:
 - .1 vanes used in rotary vane compressors and rotary vane vacuum pumps;
 - .2 watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7×10^6 Pa), there is a risk of fire, corrosion or toxicity; and
 - .3 supple and flexible thermal insulation assemblies used for temperatures above 1000°C."

ANNEX 21

DRAFT AMENDMENTS TO ANNEX B TO RESOLUTION A.744(18) ON GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS

ANNEX B

GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL TANKERS

- 1 The following new paragraph 8.1.1.1 is added after the existing paragraph 8.1.1:
 - “1 In case of oil tankers of 130 m in length and upwards (as defined in the International Convention on Load Lines in force), the ship's longitudinal strength should be evaluated by using the thickness of structural members measured, renewed and reinforced, as appropriate, during the renewal survey of safety construction carried out after the ship reached 10 years of age in accordance with the criteria for longitudinal strength of the ship's hull girder for oil tankers specified in annex 12.”

- 2 The following new paragraph 8.1.2.1 is added after the existing paragraph 8.1.2:
 - “1 The final result of evaluation of the ship's longitudinal strength required in 8.1.1.1, after renewal or reinforcement work of structural members, if carried out as a result of initial evaluation, should be reported as a part of the condition evaluation report.”

- 3 In annex 8, the following new paragraph 3.4 is added after the existing paragraph 3.3:

“3.4 Evaluation result of the ship's longitudinal strength (for oil tankers of 130m in length and upwards and of over 10 years of age).”

- 4 In annex 9, the following is added after its end:

“Evaluation result of longitudinal strength of the hull girder of
oil tankers of 130 m in length and upwards and of over 10 years of age
(Of sections 1, 2 and 3 below, only one applicable section should be completed)

 - 1 This section applies to ships regardless of the date of construction: Transverse sectional areas of deck flange (deck plating and deck longitudinals) and bottom flange (bottom shell plating and bottom longitudinals) of the ship's hull girder have been calculated by using the thickness measured, renewed or reinforced, as appropriate, during the renewal survey of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate (SC renewal survey) most recently conducted after the ship reached 10 years of age, and found that the diminution of the transverse sectional area does not exceed 10% of the as-built area, as shown in the following table:

Table 1 Transverse sectional area of hull girder flange				
		Measured	As-built	Diminution
Transverse section 1	Deck flange	cm ²	cm ²	cm ² (%)
	Bottom flange	cm ²	cm ²	cm ² (%)
Transverse section 2	Deck flange	cm ²	cm ²	cm ² (%)
	Bottom flange	cm ²	cm ²	cm ² (%)
Transverse section 3	Deck flange	cm ²	cm ²	cm ² (%)
	Bottom flange	cm ²	cm ²	cm ² (%)

2 This section applies to ships constructed on or after [1 July 2002]: Section moduli of transverse section of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age in accordance with the provisions of paragraph 2.2.1.1 of annex 12, and are found to be within their diminution limits determined by the Administration, taking into account the recommendations adopted by the Organization*, as shown in the following table:

Table 2 Transverse section modulus of hull girder				
		Z_{act} (cm ³) * ¹	Z_{req} (cm ³) * ²	Remarks
Transverse section 1	Upper deck			
	Bottom			
Transverse section 2	Upper deck			
	Bottom			
Transverse section 3	Upper deck			
	Bottom			

Notes

- *¹ Z_{act} means the actual section moduli of the transverse section of the ship's hull girder calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the renewal survey, in accordance with the provisions of paragraph 2.2.1.1 of annex 12.
- *² Z_{req} means diminution limit of the longitudinal bending strength of ships, as calculated in accordance with the provisions of paragraph 2.2.1.1 of annex 12.

* Refer to MSC resolution [..(..)] on Recommendation on compliance with the requirements of paragraph 2.2.1.1 of annex 12 to Annex B to resolution A.744(18).

The calculation sheets for Z_{act} should be attached to this report.

3 This section applies to ships constructed before [1 July 2002]: Section moduli of transverse section of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age in accordance with the provisions of paragraph 2.2.1.2 of annex 12, and found to meet the criteria required by the Administration or the recognized classification society and that Z_{act} is not less than Z_{mc} (defined in *2 below) as specified in appendix 2 to annex 12, as shown in the following table:

Describe the criteria for acceptance of the minimum section moduli of the ship's hull girder for ships in service required by the Administration or the recognized classification society.

Table 3 Transverse section modulus of hull girder				
		$Z_{act} (cm^3) *1$	$Z_{mc} (cm^3) *2$	Remark
Transverse section 1	Upper deck			
	Bottom			
Transverse section 2	Upper deck			
	Bottom			
Transverse section 3	Upper deck			
	Bottom			

Notes

*1 As defined in note *1 of table 2.

*2 Z_{mc} means the diminution limit of minimum section modulus calculated in accordance with provisions of paragraph 2.2.1.2 of annex 12."

5 The following new annex 12 is added after annex 11:

“ANNEX 12

CRITERIA FOR LONGITUDINAL STRENGTH OF HULL GIRDER FOR OIL TANKERS

1 General

1.1 These criteria should be used for the evaluation of longitudinal strength of the ship's hull girder as required by paragraph 8.1.1.1.

1.2 In order that ship's longitudinal strength to be evaluated can be recognized as valid, fillet welding between longitudinal internal members and hull envelopes should be in sound condition so as to keep integrity of longitudinal internal members with hull envelopes.

2 Evaluation of longitudinal strength

On oil tankers of 130 m in length and upwards and of over 10 years of age, the longitudinal strength of the ship's hull girder should be evaluated in compliance with the requirements of this annex on the basis of the thickness measured, renewed or reinforced, as appropriate, during the renewal survey of the Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate (SC renewal survey).

2.1 Calculation of transverse sectional areas of deck and bottom flanges of hull girder

2.1.1 The transverse sectional areas of deck flange (deck plating and deck longitudinals) and bottom flange (bottom shell plating and bottom longitudinals) of the ship's hull girder should be calculated by using the thickness measured, renewed or reinforced, as appropriate, during the SC renewal survey.

2.1.2 If the diminution of sectional areas of either deck or bottom flange exceeds 10% of their respective as-built area (i.e. original sectional area when the ship was built), either one of the following measures should be taken:

- .1 to renew or reinforce the deck or bottom flanges so that the actual sectional area is not less than 90% of the as-built area; or
- .2 to calculate the actual section moduli (Z_{act}) of transverse section of the ship's hull girder by applying the calculation method specified in appendix 1, by using the thickness measured, renewed or reinforced, as appropriate, during the SC renewal survey.

2.2 Requirements for transverse section modulus of hull girder

2.2.1 The actual section moduli of transverse section of the ship's hull girder calculated in accordance with paragraph 2.1.2.2 should satisfy either of the following provisions, as applicable:

- .1 for ships constructed on or after [1 July 2002], the actual section moduli (Z_{act}) of the transverse section of the ship's hull girder calculated in accordance with the requirements of paragraph 2.1.2.2 should be not less than the diminution limits determined by the Administration, taking into account the recommendations adopted by the Organization^{*}; or
- .2 for ships constructed before [1 July 2002], the actual section moduli (Z_{act}) of the transverse section of the ship's hull girder calculated in accordance

^{*} Refer to MSC resolution [...] on Recommendation on compliance with the requirements of paragraph 2.2.1.1 of annex 12 to Annex B to resolution A.744(18).

with the requirements of paragraph 2.1.2.2 should meet the criteria for minimum section modulus for ships in service required by the Administration or recognized classification society, provided that in no case Z_{act} should be less than the diminution limit of the minimum section modulus (Z_{mc}) as specified in appendix 2.

APPENDIX 1

CALCULATION CRITERIA OF SECTION MODULI OF MIDSHIP SECTION OF HULL GIRDER

- 1 When calculating the transverse section modulus of the ship's hull girder, the sectional area of all continuous longitudinal strength members is to be taken into account.
- 2 Large openings, i.e. openings exceeding 2.5m in length or 1.2m in breadth and scallops, where scallop welding is applied, are always to be deducted from the sectional areas used in the section modulus calculation.
- 3 Smaller openings (manholes, lightening holes, single scallops in way of seams, etc.) need not be deducted provided that the sum of their breadths or shadow area breadths in one transverse section does not reduce the section modulus at deck or bottom by more than 3% and provided that the height of lightening holes, draining holes and single scallops in longitudinals or longitudinal girders does not exceed 25% of the web depth, for scallops maximum 75mm.
- 4 A deduction-free sum of smaller opening breadths in one transverse section in the bottom or deck area of $0.06(B - \sum b)$ (where B = breadth of ship, $\sum b$ = total breadth of large openings) may be considered equivalent to the above reduction in sectional modulus.
- 5 The shadow area will be obtained by drawing two tangent lines with an opening angle of 30° .
- 6 The deck modulus is related to the moulded deck line at side.
- 7 The bottom modulus is related to the base line.
- 8 Continuous trunks and longitudinal hatch coamings are to be included in the longitudinal sectional area provided they are effectively supported by longitudinal bulkheads or deep girders. The deck modulus is then to be calculated by dividing the moment of inertia by the following distance, provided this is greater than the distance to the deck line at side:

$$y_t = y \left(0.9 + 0.2 \frac{X}{B} \right)$$

where:

y = distance from neutral axis to top of continuous strength member
 x = distance from top of continuous strength member to centreline of the ship
 x and y to be measured to the point giving the largest value of y_t .

9 Longitudinal girders between multi-hatchways will be considered by special calculations.

APPENDIX 2

DIMINUTION LIMIT OF MINIMUM LONGITUDINAL STRENGTH OF SHIPS IN SERVICE

1 The diminution limit of the minimum section modulus (Z_{mc}) of oil tankers in service is given by the following formula:

$$Z_{mc} = cL^2 B(C_b + 0.7)k \quad (\text{cm}^3)$$

where

L = Length of ships. L is the distance, in meters, on the summer load waterline from the fore side of stem to the after side of the rudder post, or the centre of the rudder stock if there is no rudder post. L is not to be less than 96%, and need not be greater than 97%, of the extreme length on the summer load waterline. In ships with unusual stern and bow arrangement the length L may be specially considered.

B = Greatest moulded breadth in metres.

C_b = Moulded block coefficient at draught d corresponding to summer load waterline, based on L and B . C_b is not to be taken less than 0.60.

$$C_b = \frac{\text{moulded displacement}(\text{m}^3) \text{ at draught } d}{LBd}$$

$$c = 0.9c_n$$

$$c_n = 10.75 - \left(\frac{300 - L}{100} \right)^{1.5} \quad \text{for } 130 \text{ m} \leq L \leq 300 \text{ m}$$

$$c_n = 10.75 \quad \text{for } 300 \text{ m} < L < 350 \text{ m}$$

$$c_n = 10.75 - \left(\frac{L - 350}{150} \right)^{1.5} \quad \text{for } 350 \text{ m} \leq L \leq 500 \text{ m}$$

k = material factor, e.g.

$k = 1.0$ for mild steel with yield stress of 235N/mm² and over

$k = 0.78$ for high tensile steel with yield stress of 315N/mm² and over

$k = 0.72$ for high tensile steel with yield stress of 355N/mm² and over

- 2 Scantlings of all continuous longitudinal members of the ship's hull girder based on the section modulus requirement in 1 above are to be maintained within 0.4 L amidships. However, in special cases, based on consideration of type of ship, hull form and loading conditions, the scantlings may be gradually reduced towards the end of 0.4 L part, bearing in mind the desire not to inhibit the ship's loading flexibility.
- 3 However, the above standard may not be applicable to ships of unusual type or design, e.g. for ships of unusual main proportions and/or weight distributions."

ANNEX 22

DRAFT MSC RESOLUTION

**RECOMMENDATION ON COMPLIANCE WITH THE REQUIREMENTS OF
PARAGRAPH 2.2.1.1 OF ANNEX 12 TO ANNEX B TO RESOLUTION A.744(18)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

HAVING ADOPTED amendments to resolution A.744(18), as amended, concerning the evaluation of longitudinal strength of the hull girder of oil tankers,

CONSIDERING that paragraph 2.2.1.1 of annex 12 to Annex B to resolution A.744(18) requires that the actual section modulus (Z_{act}) of the transverse section of the hull girder of oil tankers of 130 m in length and upward and constructed on [entry into force date] should be not less than the diminution limit determined by the Administration, taking into account the recommendation adopted by the Organization,

NOTING that IACS has issued the following relevant Unified Requirements:

- S7 Minimum longitudinal strength standards
- S11 Longitudinal strength standard

BEING OF THE OPINION that 90% of the transverse section modulus of the ship's hull girder specified in the said Unified Requirements for new buildings will be the appropriate diminution limit prescribed in paragraph 2.2.1.1 of annex 12 to Annex B to resolution A.744(18),

URGES Governments to ensure that the actual transverse section modulus of the hull girder of oil tankers calculated under paragraph 2.2.1.1 of annex 12 to Annex B to resolution A.744(18) is not less than 90% of the required section modulus for new building specified in IACS' Unified Requirements S7* or S11, whichever is the greater, whether or not they are classed with a classification society being member of IACS.

* $c=1.0c_n$ should be used for the purpose of this calculation.

ANNEX 23

DRAFT AMENDMENTS TO RESOLUTION A.744(18)

The existing texts of paragraph 2.2.2 of Annexes A and B to resolution A.744(18) are replaced by the following:

“2.2.2 For ships of 15 years of age and over, inspection of the outside of the ship’s bottom should be carried out with the ship in dry dock. For ships of less than 15 years of age, alternate inspections of the ship’s bottom not conducted in conjunction with the enhanced survey during the periodical survey may be carried out with the ship afloat. Inspection of the ship afloat should only be carried out when the conditions are satisfactory and the proper equipment and suitably qualified staff are available”.

ANNEX 24

DRAFT AMENDMENTS TO THE ISM CODE

- 1 A new title "PART A - Implementation" is added before chapter 1.
- 2 A new title "PART B - Certification and verification" is added before chapter 13.

1 GENERAL

- 3 Insert the following sentence before paragraph 1.1.

“These definitions apply both to Parts A and B”

- 4 The following new definitions are added to paragraph 1.1:

“1.1.4 *Safety Management System (SMS)* means a structured and documented system enabling Company personnel to implement effectively the Company safety and environmental protection policy.

1.1.5 *Document of Compliance (DOC)* means a document issued to a Company which complies with the requirements of this Code.

1.1.6 *Safety Management Certificate (SMC)* means a document issued to a ship which signifies that the Company and its shipboard management operate in accordance with the approved SMS.

1.1.7 *Objective evidence* means quantitative or qualitative information, records or statements of fact pertaining to safety or to the existence and implementation of an SMS element, which is based on observation, measurement or test and which can be verified.

1.1.8 *Observation* means a statement of fact made during a safety management audit and substantiated by objective evidence.

1.1.9 *Non-conformity* means an observed situation where objective evidence indicates the non-fulfilment of a specified requirement.

1.1.10 *Major non-conformity* means an identifiable deviation which poses a serious threat to the safety of personnel or the ship or a serious risk to the environment which requires immediate corrective action and includes the lack of effective and systematic implementation of a requirement of this Code.

1.1.11 *Anniversary date* means the day and month of each year which corresponds to the date of expiry of the relevant certificate."

7 DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS

- 5 The text of existing chapter 7 is replaced by the following:

"The Company should establish procedures for the preparation of plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the ship and the prevention of pollution. The various tasks involved should be defined and assigned to qualified personnel."

13 CERTIFICATION, VERIFICATION AND CONTROL

- 6 The text and heading of the existing chapter 13 is replaced by the following:

"13 CERTIFICATION

13.1 The ship should be operated by a Company which has been issued a DOC relevant to that ship.

13.2 The DOC should be issued by the Administration, by an organization recognized by the Administration, or at the request of the Administration by another Contracting Government to the International Convention for the Safety of Life at Sea (SOLAS), 1974, to any Company complying with the requirements of the ISM Code for a period specified by the Administration which should not exceed five years. Such a document should be accepted as evidence that the Company is capable of complying with the requirements of this Code.

13.3 The DOC is only valid for the ship types explicitly indicated in the document. Such indication should be based on the types of ships on which the initial verification was based. Other ship types should only be added after verification of the Company's capability to comply with the requirements of this Code applicable to such ship types. In this context, ship types are those referred to in chapter IX of SOLAS.

13.4 The validity of a DOC should be subject to annual verification by the Administration, by an organization recognized by the Administration, or at the request of the Administration, by another Contracting Government within three months before or after the anniversary dates.

13.5 The DOC should be withdrawn, by the Administration or, at its request, by the Contracting Government which issued the certificate, in cases where the periodical verification is not requested or if evidence is found of major non-conformities with this Code. Associated SMCs should also be withdrawn if the DOC is withdrawn.

13.6 A copy of the DOC should be placed on board in order that the master, if so requested, may produce it for verification by the Administration or organizations recognized by the Administration. Such a document is not required to be authenticated or certified.

13.7 The SMC should be issued to a ship for a period, which should not exceed five years, by the Administration or an organization recognized by the Administration or at the request of the Administration by another Contracting Government. The Administration should, when issuing the certificate, verify that the Company and its shipboard management operate in accordance with the approved SMS.

13.8 The validity of the SMC should be subject to at least one intermediate verification by the Administration or an organization recognized by the Administration. If only one intermediate verification is to be carried out, and the period of validity of the SMC is five years, it should take place between the second and third anniversary date of the SMC.

13.9 The SMC should be withdrawn by the Administration in cases where intermediate verification is not requested or in accordance with the provisions of paragraph 13.5 or if there is evidence of major non-conformity with this Code.

13.10 Notwithstanding the requirements of paragraphs 13.2 and 13.7, when the renewal verification is completed within three months before the expiry date of the existing DOC or SMC, the new DOC or SMC should be valid from the date of completion of the renewal verification for a period not exceeding five years from the date of expiry of the existing DOC or SMC."

7 A new chapter 14 is added as follows:

"14 INTERIM CERTIFICATION

14.1 An interim DOC may be issued to facilitate initial implementation of this Code where a Company is newly established or where new ship types are added to an existing DOC, following verification that the Company has a safety management system that meets the objectives of paragraph 1.2.3 of this Code. Such an interim DOC should be issued for a period not exceeding 12 months by the Administration, by an organization recognized by the Administration, or at the request of the Administration by another Contracting Government. The Administration should require the Company to demonstrate plans to implement a SMS meeting the full requirements of this Code within the period of validity of the interim DOC.

14.2 An Interim SMC may be issued to new ships on delivery and when a Company takes on responsibility for the management of a ship which is new to the Company. Such an interim SMC should be issued for a period not exceeding 6 months by the Administration or an organization recognized by the Administration.

14.3 An Administration may, in special cases, extend the validity of an interim SMC for a further period which should not exceed 6 months from the expiry date.

14.4 Before issuing an interim SMC the Administration should verify that:

- .1 the DOC, or the interim DOC, is relevant to the ship concerned;
- .2 the SMS provided by the Company for the ship concerned includes key elements of this Code and has been assessed during the audit for issuance of the DOC or demonstrated for issuance of the interim DOC;
- .3 the master and officers are familiar with the SMS and the planned arrangements for its implementation;
- .4 instructions which have been identified as being essential are provided prior to sailing;
- .5 plans for a Company audit of the ship within three months exist; and

- .6 relevant information on the SMS has been given in a working language or languages understood by the ship's personnel."

- 8 A new chapter 15 is added as follows:

"15 FORMS OF CERTIFICATES

15.1 The DOC, SMC, interim DOC and interim SMC should be drawn up in the form corresponding to the models given in the appendix to this Code. If the language used is neither English nor French, the text should include a translation into one of these languages.

15.2 The ship type indicated on the DOC and the SMC, as defined in chapter IX of SOLAS, may be supplemented by information reflecting the ships operations described in the SMS and the service in which the ship operates."

- 9 A new chapter 16 is added as follows:

"16 VERIFICATION

All verifications required by the provisions of this Code should be carried out in accordance with a procedure acceptable to the Administration, taking into account the guidelines developed by the Organization*."

* Refer to Guidelines on implementation of the International Safety Management (ISM) Code by Administrations (resolution A.788(19)).

ANNEX

FORMS OF DOC, SMC AND INTERIM DOC AND SMC

DOCUMENT OF COMPLIANCE

(Official seal)

(State)

Certificate No.

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974, as amended

Under the authority of the Government of _____
(name of the State)

by _____
(person or organization authorized)

Name and address of the Company
.....
(see paragraph 1.1.2 of the ISM Code)

THIS IS TO CERTIFY THAT the safety management system of the Company has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code)* for the types of ships listed below (delete as appropriate):

Passenger ship
Passenger high-speed craft
Cargo high-speed craft
Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Mobile offshore drilling unit
Other cargo ship

This Document of Compliance is valid until, subject to periodical verification.

Issued at
(place of issue of the document)

Date of issue

.....
(Signature of the duly authorized official issuing the document)

(Seal or stamp of issuing authority, as appropriate)

* Adopted by the Organization by resolution A.741(18).

Certificate No.

ENDORSEMENT FOR ANNUAL VERIFICATION

THIS IS TO CERTIFY THAT, at the periodical verification in accordance with regulation 6 of chapter IX of the Convention, the safety management system was found to comply with the requirements of the ISM Code.

1st ANNUAL VERIFICATION

Signed:
(Signature of authorized official)

Place:

Date:

2nd ANNUAL VERIFICATION

Signed:
(Signature of authorized official)

Place:

Date:

3rd ANNUAL VERIFICATION

Signed:
(Signature of authorized official)

Place:

Date:

4th ANNUAL VERIFICATION

Signed:
(Signature of authorized official)

Place:

Date:

SAFETY MANAGEMENT CERTIFICATE

(Official seal)

(State)

Certificate No.

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974, as amended

Under the authority of the Government of _____
(name of the State)

by _____
(person or organization authorized)

Name of ship:
Distinctive number or letters:
Port of registry:
Type of ship^{*****}:
Gross tonnage:
IMO Number:
Name and address of Company:
.....
(see paragraph 1.1.2 of the ISM Code)

THIS IS TO CERTIFY THAT the safety management system of the ship has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code),^{*****} following verification that the Document of Compliance for the Company is applicable to this type of ship.

This Safety Management Certificate is valid until, subject to periodical verification and the validity of the Document of Compliance.

Issued at
(place of issue of the document)

Date of issue

.....
(Signature of the duly authorized official issuing the certificate)

(Seal or stamp of issuing authority, as appropriate)

Insert the type of ship from among the following: passenger ship; passenger high-speed craft; cargo high speed craft; bulk carrier; oil tanker; chemical tanker; gas carrier; mobile offshore drilling unit; other cargo ship.

Adopted by the Organization by resolution A.741(18).

Certificate No.

ENDORSEMENT FOR PERIODICAL VERIFICATION AND
ADDITIONAL VERIFICATION (IF REQUIRED)

THIS IS TO CERTIFY THAT, at the periodical verification in accordance with regulation 6 of chapter IX of the Convention, the safety management system was found to comply with the requirements of the ISM Code.

INTERMEDIATE VERIFICATION

(to be completed between the **second** and
the **third** anniversary date)

Signed:
(Signature of authorized official)

Place:

Date:

ADDITIONAL VERIFICATION*

Signed:
(Signature of authorized official)

Place:

Date:

ADDITIONAL VERIFICATION*

Signed:
(Signature of authorized official)

Place:

Date:

ADDITIONAL VERIFICATION*

Signed:
(Signature of authorized official)

Place:

Date:

* If applicable. Reference is made to resolution A.788(19), paragraph 3.2.3.

INTERIM DOCUMENT OF COMPLIANCE

(Official seal)

(State)

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974, as amended

Under the authority of the Government of _____
(name of the State)

by _____
(person or organization authorized)

Name and address of the Company
.....
(see paragraph 1.1.2 of the ISM Code)

THIS IS TO CERTIFY THAT the safety management system of the Company has been recognized
as meeting the objectives of paragraph 1.2.3 of the International Management Code for the Safe
Operation of Ships and for Pollution Prevention (ISM Code), ***** for the type(s) of ships listed
below (delete as appropriate):

Passenger ship
Passenger high-speed craft
Cargo high-speed craft
Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Mobile offshore drilling unit
Other cargo ship

This Interim Document of Compliance is valid until

Issued at
(place of issue of the document)

Date of issue

.....
(Signature of the duly authorized official issuing the document)

(Seal or stamp of issuing authority, as appropriate)

Adopted by the Organization by resolution A.741(18).

INTERIM SAFETY MANAGEMENT CERTIFICATE

(Official seal)

(State)

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974, as amended

Under the authority of the Government of _____
(name of the State)

by _____
(person or organization authorized)

Name of ship:
Distinctive number or letters:
Port of registry:
Type of ship^{*****}:
Gross tonnage:
IMO Number:
Name and address of Company:
.....
(see paragraph 1.1.2 of the ISM Code)

THIS IS TO CERTIFY THAT the safety management system of the ship complies with the provisions of paragraphs 3.3.4 and 3.3.5 of the Guidelines on Implementation of the International Safety Management (ISM) Code by Administrations.*****

This Interim Safety Management Certificate is valid until

Issued at
(place of issue of the document)

Date of issue

.....
(Signature of the duly authorized official issuing the certificate)

(Seal or stamp of issuing authority, as appropriate)

The validity of this Interim Safety Management Certificate is extended to

Date of extension

.....
(Signature of the duly authorized official extending the validity)

(Seal or stamp of issuing authority, as appropriate)

***** Insert the type of ship from among the following: passenger ship; passenger high-speed craft; cargo high-speed craft; bulk carrier; oil tanker; chemical tanker; gas carrier; mobile offshore drilling unit; other cargo ship.

***** Adopted by the Organization by resolution A.788(19).

ANNEX 25

DRAFT AMENDMENTS TO SOLAS CHAPTER IX

**CHAPTER IX
MANAGEMENT FOR THE SAFE OPERATION OF SHIPS**

Regulation 3 - Safety management requirements

- 1 At the end of existing paragraph 1, the following text is added:

"For the purpose of this regulation, the requirements of the Code shall be treated as mandatory."

Regulation 6 - Verification and control

- 2 In existing paragraph 6.2, the words "Subject to the provisions of paragraph 3 of this regulation" are deleted.
- 3 Existing paragraph 6.3 is deleted.

ANNEX 26

WORK PROGRAMMES OF THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)

		Target completion date/number of sessions needed for completion	Reference
1	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments	Continuous	BLG 1/20, section 3; BLG 4/18, section 11
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Additional safety measures for tankers		MSC 63/23, paragraph 18.4; BLG 4/18, section 3
.1	revision of MSC/Circ.677	2001	
H.2	Tanker pump-room safety	2001	BLG 1/20, paragraphs 4.12 to 4.14; BLG 4/18, section 4
H.3	Matters related to the probabilistic methodology for oil outflow analysis	2001	BLG 1/20 paragraphs 8.7 to 8.11; BLG 4/18, section 5
H.4	Review of Annex I of MARPOL 73/78	2002	BLG 1/20, section 9; BLG 4/18, paragraph 15.2.5

-
- Notes:** 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
- 2 Items printed in bold letters have been selected for the provisional agendas for the forthcoming sessions of the Sub-Committees, contained in annex 27.

Sub-Committee on Bulk Liquids and Gases (BLG) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	Review of Annex II of MARPOL 73/78	2002	BLG 1/20, section 9; BLG 4/18, paragraph 15.2.5
H.6	Environmental and safety aspects of alternative tanker designs under MARPOL 73/78 regulation I/13F		BLG 3/18, paragraph 15.7
	.1 development of the final guidelines	2 sessions	BLG 1/20, paragraph 8.15
	.2 assessment of alternative tanker designs, if any	Continuous (as necessary)	BLG 1/20, section 16; BLG 4/18, paragraph 15.3
H.7	Requirements for personnel protection involved in the transportation of cargoes containing toxic substances in oil tankers	2 sessions	BLG 1/20, section 12; BLG 4/18, section 9
L.1	Development of guidelines for ships operating in ice-covered waters (co-ordinated by DE)	2001	MSC 68/23, paragraph 20.4; BLG 4/18, section 13; MSC 71/23, paragraph 20.43
L.2	Application of MARPOL requirements to FPSOs and FSUs	2001	MEPC 41/20, paragraph 7.7; MSC 69/22, paragraph 20.8.1; BLG 4/18, section 14
L.3	Amendments to requirements on electrical installations in the IBC and IGC Codes	2 sessions	MSC 71/23, paragraph 20.3

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)

		Target completion date/number of sessions needed for completion	Reference
1	Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods	Continuous	MSC 63/23, paragraph 10.6
2	Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Continuous	CDG 45/22, section 11 and paragraph 20.2
3	Amendments to the BC Code including evaluation of properties of solid bulk cargoes	Continuous	BC 34/17, section 3; DSC 2/16, paragraph 16.2.5.1
4	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Amendment 31-02 to the IMDG Code, its annexes and supplements (EmS, MFAG)	2002	DSC 3/15 paragraph 12.6; DSC 5/13, paragraph 10.5
H.2	Implementation of Annex III of MARPOL 73/78	2002	DSC 3/15, paragraph 12.6; DSC 5/13, paragraph 10.4
[H.3	Cargo stowage and securing]*	2002	MSC 66/24, paragraphs 9.34 and 21.34; DSC 5/13, paragraph 10.5; MSC 72/23, paragraph 21.16
H.4	Implementation of IMO instruments and training requirements for cargo-related matters		
.1	development of an instrument for multimodal training requirements	2001	DSC 2/16, paragraph 13.10; DSC 5/13, paragraph 10.4

* To be decided at MSC 73

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	Revision of the Emergency Schedules (EmS)	2002	DSC 3/15, paragraph 3.2.21
H.6	Review of the BC Code	2002	DSC 3/15, paragraph 12.7
H.7	Amendments to SOLAS chapters VI and VII and MARPOL Annex III to make the IMDG Code mandatory	1 session	MSC 70/23, paragraph 20.6; MSC 71/23, paragraph 20.7
H.8	Stowage and segregation requirements for freight containers on containerhips with partially weatherproof hatchway covers	2001	DSC 5/13, paragraph 10.6; MSC 72/23, paragraph 21.15
H.9	Development of a manual on loading and unloading of solid bulk cargoes for terminal representatives	2002	MSC 72/23, paragraph 21.17
L.1	Guidelines for the development of shipboard emergency plans for marine pollutants	1 session*	CDG 42/22, section 9 and paragraph 20.2; DSC 2/16, paragraph 16.2.5.3

* To be decided by the MEPC

SUB-COMMITTEE ON FIRE PROTECTION (FP)

		Target completion date/number of sessions needed for completion	Reference
1	Analysis of fire casualty records	Continuous	FP 43/18, section 12 FSI 8/19, section 11
H.1	Guidelines on alternative design and arrangements for fire safety	2001	FP 44/19, section 4 and paragraph 16.1.4; MSC 72/23, paragraph 21.21.1
H.2	Fire-fighting systems in machinery and other spaces	2001	FP 43/18, paragraph 8.1; FP 44/19, section 9 and paragraph 16.1.2.2
H.3	Recommendation on evacuation analysis for passenger ships and high-speed passenger craft	2002	MSC 71/23, paragraph 20.13; FP 43/18, paragraphs 4.12 to 4.14
H.4	Unified interpretations of SOLAS chapter II-2 and related fire test procedures	2002	FP 43/18, paragraph 5.7, 7.25 and 15.3.5.1; FP 44/19, section 6 and paragraph 16.1.2.6
L.1	Role of the human element: revision of resolution A.654(16) on Graphical symbols for fire control plans	2001	FP 39/19, section 13; FP 44/19, section 14 and paragraph 16.1.2.3
L.2	Fire-test procedures: fire-retardant materials for the construction of lifeboats	2002	FP 43/18, paragraph 15.3; FP 44/19, section 8 and paragraph 16.1.2.4
L.3	Development of guidelines for ships operating in ice-covered waters (co-ordinated by DE)	2001	MSC 71/23, paragraph 20.43; FP 44/19, section 12 and paragraph 16.1.2.5

Sub-Committee on Fire Protection (FP) (continued)

		Target completion date/number of sessions needed for completion	Reference
L.4	Smoke control and ventilation	2002	FP 39/19, section 9; FP 41/19, section 9 and paragraph 16.1.2.1
L.5	Revision of resolution A.602(15)	2002	FP 44/19, paragraphs 6.33 and 16.1.3.2; MSC 72/23, paragraph 21.21.2

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)

		Target completion date/number of sessions needed for completion	Reference
1	Reporting under IMO instruments and analysis/evaluation of reports (other than port State control reports)	Continuous	FSI 8/19, section 10
.1	mandatory reports under MARPOL 73/78	Continuous	MSC 70/23, paragraph 20.12.1; FSI 8/19, section 10
2	Casualty statistics and investigations	Continuous	MSC 68/23, paragraphs 7.16 to 7.24; FSI 8/19, section 11
3	Port State control	Continuous	MSC 68/23, paragraphs 7.10 to 7.15
.1	regional co-operation on port State control	Continuous	FSI 8/19, section 12
.2	reporting procedures on port State control detentions and analysis and evaluation of reports	Continuous	MSC 71/23, paragraph 20.16; FSI 8/19, paragraph 16.6.3
.3	PSC on seafarers' working hours	2 sessions	MSC 70/23, paragraph 20.12.3; FSI 7/14, paragraphs 7.11 to 7.13; MSC 71/23, paragraph 13.13
4	Technical assistance	Continuous	MSC 68/23, paragraphs 12.1 to 12.7; FSI 8/19, section 15

Sub-Committee on Flag State Implementation (FSI) (continued)

		Target completion date/number of sessions needed for completion	Reference
5	Survey and certification	Continuous	MSC 67/22, paragraph 19.5
	.1 review of resolutions A.744(18) and A.746(18)	2002	MSC 69/22, paragraph 10.9; FSI 8/19, section 7 MSC 72/23, paragraph 21.27
(L)	.2 introduction of the HSSC into MARPOL Annex VI on prevention of air pollution	2001	MEPC 41/20, paragraph 8.22.1; MSC 69/22, paragraph 20.28; FSI 8/19, section 9
H.1	Implementation of IMO instruments	Continuous	
	.1 responsibilities of Governments and measures to encourage flag State compliance	Continuous	MSC 68/23, paragraphs 7.2 to 7.8; FSI 8/19, section 3
	.2 comprehensive analysis of difficulties encountered in the implementation of IMO instruments	Continuous	MSC 69/22, paragraph 20.28; FSI 8/19, section 4
	.3 self-assessment of flag State performance	2001	MSC 70/23, paragraphs 9.2 to 9.14; MSC 71/23, paragraph 20.15; FSI 8/19, section 5
H.2	Implications arising when a vessel loses the right to fly the flag of a State	2001	MSC 68/23, paragraph 7.7; MSC 70/23, paragraph 22.12.4; FSI 8/19, section 6

Sub-Committee on Flag State Implementation (FSI) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	Revision of the SOLAS expression "ships constructed"	2002	MSC 71/23, paragraph 20.19; FSI 8/19, paragraph 16.7
H.4	Use of the Spanish language in SOLAS certificates, manuals and other documents	2002	MSC 72/23, paragraph 21.26
H.5	Illegal, unreported and unregulated fishing (IUU) and related matters	2002	MSC 72/23, paragraph 21.28

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)

		Target completion date/number of sessions needed for completion	Reference
1	Global Maritime Distress and Safety System (GMDSS)		COMSAR 4/14, section 3
.1	matters relating to the GMDSS Master Plan	Continuous	COMSAR 4/14, paragraphs 3.1 to 3.18
.2	replies to questionnaire on casualties	Continuous	COMSAR 1/30, paragraphs 3.15 to 3.16
.3	exemptions from radio requirements	Continuous	COMSAR 4/14, paragraphs 3.38 to 3.41
2	Promulgation of maritime safety information (MSI) (in co-operation with ITU, IHO, WMO and Inmarsat)		
.1	operational and technical co-ordination provisions of Maritime Safety Information (MSI) services	Continuous	COMSAR 4/14, paragraphs 3.23 to 3.37
3	ITU World Radiocommunication Conference matters	Continuous	COMSAR 4/14, section 5
4	Radiocommunication ITU-R Study Group 8 matters	Continuous	COMSAR 4/14, section 5
5	Satellite services (Inmarsat and COSPAS-SARSAT)	Continuous	COMSAR 4/14, section 6
6	Matters concerning search and rescue, including those related to the 1979 SAR Conference and the introduction of the GMDSS		
.1	harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters	2000	COMSAR 4/14, paragraphs 8.1 to 8.19

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
	.2 plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS	Continuous	COMSAR 4/14, paragraphs 8.20 to 8.55
	.3 revision of the IAMSAR Manual	Continuous	MSC 71/23, paragraph 20.22; COMSAR 4/14, paragraphs 8.58 to 8.68
7	Emergency radiocommunications: false alerts and interference	2000	COMSAR 4/14, section 7
8	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Work consequential to the 1988 GMDSS Conference		MSC 66/24, paragraphs 10.6 to 10.8 and 21.52; COMSAR 1/30, section 4
	.1 review of the locating functions in the GMDSS	1 session	COMSAR 1/30, paragraph 4.26
H.2	VTS and automatic ship identification transponder/transceiver systems (co-ordinated by NAV)	1 session	MSC 66/24, paragraph 21.24.2; COMSAR 1/30, paragraphs 8.6 to 8.8
H.3	IMO Standard Marine Communication Phrases (co-ordinated by NAV)	2000	COMSAR 1/30, section 23; MSC 71/23, paragraph 20.26

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	Review of the Joint IMO/IHO/WMO MSI Manual	2000	COMSAR 1/30, paragraph 5.9; COMSAR 3/14, paragraph 11.4.4.1
H.5	Procedures for responding to DSC alerts	2 sessions	COMSAR 4/14, paragraph 3.49; MSC 72/23, paragraph 21.32
H.6	Development of criteria for general communications	2002	MSC 69/22, paragraph 20.36; COMSAR 4/14, paragraphs 3.55 to 3.60
H.7	Amendments to SOLAS chapter IV pursuant to the criteria set out in resolution A.888(21)	3 sessions	MSC 72/23, paragraph 21.33.1.2
H.8	Development of a procedure for recognition of mobile-satellite systems	2 sessions	MSC 72/23, paragraph 21.33.1.3
L.1	Development of guidelines for ships operating in ice-covered waters (co-ordinated by DE)	2000	MSC 68/23, paragraph 20.4; MSC 71/23, paragraph 20.43; COMSAR 4/14, section 10
L.2	Harmonization of GMDSS requirements for radio installations on board SOLAS ships	2002	MSC 71/23, paragraph 20.23

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)

		Target completion date/number of sessions needed for completion	Reference
1	Routeing of ships, ship reporting and related matters	Continuous	MSC 69/22, paragraphs 5.2 to 5.62 and 20.41 to 20.42; NAV 45/14, section 3
2	ITU matters, including Radiocommunication ITU-R Study Group 8 matters	Continuous	MSC 69/22, paragraphs 5.69 to 5.70; NAV 45/14, paragraphs 8.1 to 8.7
3	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Guidelines on ergonomic criteria for bridge equipment and layout	2000	MSC 69/22, paragraphs 20.48, 21.32 and 21.39; NAV 45/14, paragraphs 6.1 to 6.6
H.2	IMO Standard Marine Communication Phrases (in co-operation with COMSAR and STW)	2000	MSC 68/23, paragraphs 2.3 to 2.5; MSC 71/23, paragraph 20.33; NAV 45/14, paragraphs 13.20 to 13.24 and 11.9
H.3	World-wide radio navigation system	2001	MSC 69/22, paragraphs 5.65 and 20.43; NAV 45/14, paragraphs 7.1 to 7.13
H.4	Amendments to the COLREGs	2000	MSC 69/22, paragraph 20.46; NAV 45/14, paragraphs 4.1 to 4.8;
H.5	Review of performance standards for shipborne satellite radionavigational receivers	2000	NAV 45/14, paragraphs 7.14 to 7.16; MSC 70/23, paragraph 20.17.1

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.6	Performance standards for bridge watch alarms	2001	MSC 71/23, paragraph 20.28
H.7	Guidelines for recording events related to navigation	2001	NAV 45/14, paragraph 5.46; MSC 72/23, paragraph 21.39.1
H.8	Guidelines on automatic identification system (AIS) operational matters	2001	NAV 45/14, paragraphs 5.18 and 11.8; MSC 72/23, paragraph 21.39.2
H.9	Comprehensive review of chapter 13 of the HSC Code	2000	MSC 70/23, paragraphs 20.17.4; NAV 45/14, paragraphs 13.11 to 13.17
H.10	Training and certification of maritime pilots and revision of resolution A.485(XII)	1 session	MSC 72/23, paragraph 21.39
L.1	Performance standards for navigation systems and equipment		NAV 45/14, paragraphs 7.14 to 7.30
L.2	Development of guidelines for ships operating in ice-covered waters (co-ordinated by DE)	2000	MSC 69/22, paragraph 20.51; MSC 71/23, paragraph 20.43; NAV 45/14, paragraphs 13.6 to 13.9
L.3	Integrated bridge systems (IBS) operational aspects	2001	MSC 70/23, paragraph 20.17.2; NAV 44/14 paragraph 20.17.2
L.4	User requirements for heading systems	2000	MSC 70/23, paragraph 20.17.3; NAV 44/14, paragraph 7.31

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE)

		Target completion date/number of sessions needed for completion	Reference
1	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Low-powered radio homing devices for liferafts on ro-ro passenger ships	2001	MSC 66/24, paragraph 21.24.1; DE 43/18, section 7
H.2	Asbestos-related problems on board ships	2001	MSC 68/23, paragraph 20.7; DE 43/18, section 6
H.3	Development of guidelines for ships operating in ice-covered waters (in co-operation with BLG, FP, COMSAR, NAV, SLF, STW and MEPC)	2001	MSC 68/23, paragraph 20.4; DE 43/18, section 12
H.4	Guidelines under MARPOL Annex VI on prevention of air pollution from ships	2003	MEPC 41/20, paragraph 8.22.1;
	[.1 guidelines on representative samples of the fuel delivered for use on board ships]*		DE 43/18, section 10 and paragraph 16.1.1.2
	.2 guidelines for on-board NOx monitoring and recording devices		
H.5	Revision of resolutions MEPC.60(33) and A.586(14)	2002	MEPC 42/22, paragraph 15.7; DE 43/18, section 11
H.6	Amendments to resolution A.744(18)	2001	MSC 70/23, paragraphs 9.29 and 20.23; DE 43/18, section 13

* Deletion of the item is subject to the decision by the MEPC.

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.7	Use of desalinators on lifeboats and liferafts	2002	MSC 71/23 paragraph 20.38; DE 43/18, paragraphs 16.1.3.1 and 16.2.2
H.8	Safety aspects of water ballast management	1 session	MSC 71/23, paragraph 9.11
L.1	Development of requirements for wing-in-ground (WIG) craft	2003	DE 42/15, section 8; DE 43/18, section 8 and paragraph 16.1.2.3
L.2	Improved thermal protection	2001	DE 42/15, paragraph 14.3; MSC 71/23, paragraph 20.36; DE 43/18, section 9
L.3	Guidelines under MARPOL Annex VI on prevention of air pollution from ships	2003	MEPC 41/20, paragraph 8.22.1; DE 42/15, paragraphs 10.2 to 10.4
	.1 guidelines on equivalent methods to reduce on-board NOx emission		
	.2 guidelines on on-board exhaust gas cleaning systems		
	.3 guidelines on other technological methods verifiable or enforceable to limit SOx emission		

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
L.4	Revision of the Interim Standards for ship manoeuvrability (resolution A.751(18))	2002	MSC 71/23, paragraph 20.39; DE 43/18, paragraphs 16.1.3.2 and 16.2.1
L.5	Amendments to SOLAS requirements on electrical installations	2002	MSC 71/23, paragraph 20.45; DE 43/18, paragraphs 16.1.3.3 and 16.2.3

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF)

		Target completion date/number of sessions needed for completion	Reference
1	Analysis of intact stability casualty records	Continuous	SLF 30/18, paragraphs 4.16 and 4.17
2	Analysis of damage cards	Continuous	SLF 41/18, paragraph 17.5
3	Improved stability criteria and systematic model tests	Continuous	SLF 39/18, paragraph 15.4 and annex 7
H.1	Harmonization of damage stability provisions in IMO instruments (probabilistic method)		
.1	development of the revised SOLAS chapter II-1 parts A, B and B-1	2001	SLF 42/18, section 3 MSC 72/23, paragraph 21.52
.2	development of explanatory notes for harmonized SOLAS chapter II-1 parts A, B and B-1	2 sessions	MSC 69/22, paragraph 20.60.1; SLF 42/18, section 5
H.2	Revision of technical regulations of the 1966 LL Convention	2000	SLF 42/18, section 4,
H.3	Revision of the fishing vessel Safety Code and Voluntary Guidelines	2001	SLF 42/18, section 7
H.4	Role of the human element		
.1	damage consequence diagrams	2001	SLF 42/18, paragraph 6.8; MSC 71/23, paragraph 20.51
H.5	Revision of the HSC Code (co-ordinated by DE)	2000	MSC 66/24, paragraph 21.24; SLF 42/18, paragraphs 15.2.3.3

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.6	Amendments to the DSC Code : damage stability requirements for existing ro-ro passenger craft	2000	MSC 69/22, paragraph 20.60.2; SLF 42/18, section 9
H.7	Guidance for shipboard stability management	2000	MSC 69/22 paragraph 20.60.3; SLF 42/18, section 10
H.8	Safety aspects of ballast water management	1 session	MSC 71/23, paragraph 9.11
H.9	Guidelines for the conduct of high-speed craft model tests	2001	MSC 72/23, paragraph 21.49
L.1	Harmonization of damage stability provisions in IMO instruments (probabilistic method)		SLF 41/18, section 13; MSC 65/25, paragraph 21.23
	.1 harmonization of damage stability provisions in other IMO instruments, including the 1993 Torremolinos Protocol	3 sessions	SLF 37/25, paragraph 22.2; MSC 65/25, paragraph 21.23; SLF 41/18, section 13
L.2	Development of guidelines for ships operating in ice-covered waters (co-ordinated by DE)	2000	MSC 68/23, paragraph 20.4; SLF 42/18, section 12; MSC 71/23, paragraph 20.43
L.3	Containership partially weathertight hatch covers	2000	MSC 68/23, paragraph 20.60; SLF 42/18, section 13
L.4	Review of the Intact Stability Code	Continuous	SLF 41/18, paragraph 3.14; MSC 69/22, paragraph 20.6

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW)

		Target completion date/number of sessions needed for completion	Reference
1	Validation of model training courses	Continuous	STW 31/17, paragraph 14.4
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Training and certification of maritime pilots and revision of resolution A.485(XII) (in co-operation with NAV)	2001	MSC 69/22, paragraph 20.71; STW 31/17, paragraph 4.6
H.2	IMO Standard Marine Communication Phrases (co-ordinated by NAV)	2001	STW 31/17, paragraph 11.7
H.3	Follow-up action to the 1995 STCW Conference including:		
.1	guidance regarding recognition of certificates (regulation I/10)	2001	STW 31/17, paragraph 5.31
.2	clarification of STCW Convention and STCW Code provisions	2002	
.3	review of training-related resolutions and circulars with a view to revoking	2001	STW 30/13, paragraph 5.16
.4	guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code	2001	STW 31/17, paragraph 5.30
H.4	Follow-up action to the 1995 STCW-F Conference including:		STW 29/14, paragraph 8.6
.1	guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels (resolution 6)	2001	STW 31/17, paragraph 7.11

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
	.2 requirements for officers in charge of an engineering watch and watchkeeping provisions (resolution 7)	2001	
	.3 clarification of STCW-F Convention requirements	Continuous	
H.5	Unlawful practices associated with certificates of competency	2001	MSC 71/23, paragraph 20.55.2; STW 31/17, paragraph 6.15
L.1	Development of guidelines for ships operating in ice-covered waters (co-ordinated by DE)	2001	MSC 71/23, paragraph 20.43; STW 31/17, paragraph 13.2
L.2	Development of requirements for training in ballast water management	2001	MSC 71/23, paragraph 20.55.3; STW 30/13, paragraph 12.3
L.3	Development of guidance on training in the use of ECDIS	2001	MSC 71/23, paragraph 20.55.4; STW 31/17, paragraph 9.3
L.4	Review of the implementation of STCW chapter VII	2 sessions	STW 31/17, paragraph 14.4; MSC 72/23, paragraph 21.56

ANNEX 27

PROVISIONAL AGENDAS FOR THE FORTHCOMING SESSIONS OF THE SUB-COMMITTEES*

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG) – 5TH SESSION

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Additional safety measures for tankers: revision of MSC/Circ.677
 - 4 Tanker pump-room safety
 - 5 Matters related to the probabilistic methodology for oil outflow analysis
 - 6 Review of Annex I of MARPOL 73/78
 - 7 Review of Annex II of MARPOL 73/78
 - 8 Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments
 - 9 Development of guidelines for ships operating in ice-covered waters
 - 10 Application of MARPOL requirements to FPSOs and FSUs
 - 11 Work programme and agenda for BLG 6
 - 12 Election of Chairman and Vice-Chairman for 2001
 - 13 Any other business
 - 14 Report to the Committees

* Agenda item numbers do not necessarily indicate priority.

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC) – 6TH SESSION

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Amendments to the IMDG Code, its annexes and supplements (EmS, MFAG), including harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods
 - .1 amendment 31-02 to the IMDG Code, its annexes and supplements (EmS, MFAG)
 - .2 implementation of Annex III of MARPOL 73/78
- 4 Revision of the Emergency Schedules (EmS)
- 5 Review of the BC Code, including evaluation of properties of solid bulk cargoes
- [6 Cargo stowage and securing]*
- 7 Casualty and incident reports and analysis
- 8 Development of an instrument for multimodal training requirements
- 9 Stowage and segregation requirements for freight containers on container ships with partially weatherproof hatchway covers
- 10 Development of a manual on loading and unloading of solid bulk cargoes for terminal representatives
- 11 Work programme and agenda for DSC 7
- 12 Election of Chairman and Vice-Chairman for 2002
- 13 Any other business
- 14 Report to the Maritime Safety Committee

* To be decided at MSC 73

SUB-COMMITTEE ON FIRE PROTECTION (FP) – 45TH SESSION

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Recommendation on evacuation analysis for passenger ships and high-speed passenger craft
 - 4 Guidelines on alternative design and arrangements for fire safety
 - 5 Smoke control and ventilation
 - 6 Unified interpretations of SOLAS chapter II-2 and related fire test procedures
 - 7 Fire-retardant materials for the construction of lifeboats
 - 8 Fire-fighting systems in machinery and other spaces
 - 9 Development of guidelines for ships operating in ice-covered waters
 - 10 Analysis of fire casualty records*
 - 11 Role of the human element: revision of resolution A.654(16) on Graphical symbols for fire control plans
 - 12 Revision of resolution A.602(15)
 - 13 Work programme and agenda for FP 46
 - 14 Election of Chairman and Vice-Chairman for 2002
 - 15 Any other business
 - 16 Report to the Maritime Safety Committee

* Items under continuous review.

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI) – 9TH SESSION

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Responsibilities of Governments and measures to encourage flag State compliance
- 4 Self-assessment of flag State performance
- 5 Implications arising when a vessel loses the right to fly the flag of a State
- 6 Regional co-operation on port State control
- 7 Reporting procedures on port State control detentions and analysis and evaluation of reports
- 8 Mandatory reports under MARPOL 73/78
- 9 Introduction of the HSSC into MARPOL Annex VI on prevention of air pollution
- 10 Casualty statistics and investigations
- 11 Revision of the SOLAS expression “ships constructed”
- 12 Review of resolutions A.744(18) and A.746(18)
- 13 Technical assistance
- 14 Use of the Spanish language in SOLAS certificates, manuals and other documents
- 15 Illegal, unregulated and unreported (IUU) fishing and related matters
- 16 Work programme and agenda for FSI 10
- 17 Election of Chairman and Vice-Chairman for 2002
- 18 Any other business
- 19 Report to the Committees

**SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR) –
5TH SESSION**

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Global Maritime Distress and Safety System (GMDSS)
 - .1 matters relating to the GMDSS Master Plan
 - .2 operational and technical co-ordination provisions of Maritime Safety Information (MSI) services
 - .3 review of the Joint IMO/IHO/WMO MSI Manual
 - .4 harmonization of GMDSS requirements for radio installations on board SOLAS ships
- 4 Development of criteria for general communications
- 5 ITU maritime radiocommunication matters
 - .1 Radiocommunication ITU-R Study Group 8
 - .2 ITU World Radiocommunication Conference
- 6 Satellite services (Inmarsat and COSPAS-SARSAT)
- 7 Emergency radiocommunications: false alerts and interference
- 8 Matters concerning search and rescue, including those related to the 1979 SAR Conference and the introduction of the GMDSS
 - .1 harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters
 - .2 plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS
 - .3 revision of the IAMSAR Manual
- 9 IMO Standard Maritime Communication Phrases
- 10 Development of guidelines for ships operating in ice-covered waters
- 11 Work programme and agenda for COMSAR 6

- 12 Election of Chairman and Vice-Chairman for 2001
- 13 Any other business
- 14 Report to the Maritime Safety Committee

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV) – 46TH SESSION

- Opening of the session
- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Routeing of ships, ship reporting and related matters
- 4 Amendments to the COLREGs
- 5 Integrated bridge systems (IBS) operational aspects
- 6 Guidelines on ergonomic criteria for bridge equipment and layout
- 7 Navigational aids and related matters
 - .1 world-wide radio navigation system
 - .2 performance standards for bridge watch alarms
 - .3 performance standards for shipborne satellite radionavigational receivers
 - .4 user requirements for heading systems
- 8 ITU matters, including Radiocommunication ITU-R Study Group 8 matters
- 9 IMO Standard Marine Communication Phrases
- 10 Guidelines relating to SOLAS chapter V
 - .1 guidelines for recording events related to navigation
 - .2 guidelines on Automatic Identification System (AIS) operational matters
- 11 Comprehensive review of chapter 13 of the HSC Code
- 12 Development of guidelines for ships operating in ice-covered waters
- 13 Work programme and agenda for NAV 47
- 14 Election of Chairman and Vice-Chairman for 2001
- 15 Any other business
- 16 Report to the Maritime Safety Committee

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE) – 44TH SESSION

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Casualty analysis
- 4 Revision of the Interim Standards for ship manoeuvrability
- 5 Use of desalinators on lifeboats and liferafts
- 6 Asbestos-related problems on board ships
- 7 Low-powered radio homing devices for liferafts on ro-ro passenger ships
- 8 Amendments to SOLAS requirements on electrical installations
- 9 Improved thermal protection
- 10 Guidelines under MARPOL Annex VI on prevention of air pollution from ships
 - .1 guidelines for on-board NO_x monitoring and recording devices
- 11 Revision of resolutions MEPC.60(33) and A.586(14)
- 12 Development of guidelines for ships operating in ice-covered waters
- 13 Amendments to resolution A.744(18)
- 14 Work programme and agenda for DE 45
- 15 Election of Chairman and Vice-Chairman for 2002
- 16 Any other business
- 17 Report to the Maritime Safety Committee

**SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF) –
43RD SESSION**

Opening of the session and election of Chairman for 2000

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Development of revised SOLAS chapter II-1 parts A, B and B-1
- 4 Revision of technical regulations of the 1966 LL Convention
- 5 Revision of the fishing vessel Safety Code and Voluntary Guidelines
- 6 Revision of the HSC Code
- 7 Damage consequence diagrams
- 8 Amendments to the DSC Code: damage stability requirements for existing ro-ro passenger craft
- 9 Guidance for shipboard stability management
- 10 Development of guidelines for ships operating in ice-covered waters
- 11 Containership partially weathertight hatch covers
- 12 Guidelines for the conduct of high-speed craft model tests
- 13 Work programme and agenda for SLF 44
- 14 Election of Chairman and Vice-Chairman for 2001
- 15 Any other business
- 16 Report to the Maritime Safety Committee

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW) – 32ND SESSION

Opening of the session

- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Validation of model training courses
 - 4 Training and certification of maritime pilots and revision of resolution A.485(XII)
 - 5 Follow-up action to the 1995 STCW Conference
 - 6 Unlawful practices associated with certificates of competency
 - 7 Follow-up action to the 1995 STCW-F Conference
 - 8 Casualty analysis
 - 9 Development of guidance on training in the use of ECDIS
 - 10 IMO Standard Marine Communication Phrases
 - 11 Development of requirements for training in ballast water management
 - 12 Development of guidelines for ships operating in ice-covered waters
 - 13 Work programme and agenda for STW 33
 - 14 Election of Chairman and Vice-Chairman for 2002
 - 15 Any other business
 - 16 Report to the Maritime Safety Committee
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